

# Chapter 3      Comments and Coordination

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Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process. It helps planners determine the necessary scope of environmental documentation and the level of analysis required, and to identify potential impacts and avoidance, minimization and/or mitigation measures, and related environmental requirements. Agency consultation and public participation for this Project have been accomplished through a variety of formal and informal methods, including Project Development Team (PDT) meetings, interagency coordination meetings, and consultation with interested parties. This chapter summarizes the results of the California Department of Transportation (Caltrans) efforts to fully identify, address, and resolve Project-related issues through early and continuing coordination.

## **3.1 Interagency Coordination and Consultation**

The formulation of Project alternatives has been carried out through a cooperative dialogue among representatives of the following agencies or organizations:

- Riverside County Transportation Commission (RCTC)
- City of Colton
- City of Grand Terrace
- Native American representatives
- Historical groups
- State Historic Preservation Officer (SHPO)
- Southern California Association of Governments (SCAG) Transportation Conformity Working Group (TCWG)
- United States Fish and Wildlife Service (USFWS)
- United States Army Corps of Engineers (USACE)
- Colton Joint Unified School District (CJUSD)

The following sections summarize the results of the efforts of both Caltrans and SANBAG to fully identify, address, and resolve Project-related issues through early and continuing coordination.

### **3.1.1 Native American Consultation**

Consultation with the Native American Heritage Commission (NAHC) and Native American representatives is summarized in Table 3.1.

### 3.1.2 Historical Consultation

Consultation with agencies and interested parties regarding historical resources is summarized below:

- Grand Terrace Historical and Cultural Activities Committee, letter sent November 25, 2008. No response received.
- Personal communication with Sandra Molina, Grand Terrace Senior Planner, historical districts and landmarks, May 16, 2008.
- Personal communication with staff from the Grand Terrace City Clerk's office regarding persons knowledgeable in local history, May 16, 2008. Left contact information twice for Paulene Grant and Anne Peta, both members of the Grand Terrace Historical Society. No response received.
- Personal communication with Carla Rosenkild, San Bernardino County Museum, on June 19, 2008.
- Personal communication with Rex Edmundson, longtime area resident, June 2008.
- Personal communication with Grand Terrace Reference Librarian regarding local historical societies and/or groups, May 2008.
- Telephone conversation with Larry Sheffield, Colton Historical Society/Author, December 5, 2008, regarding history of school.
- Email communication with Joan Hall, local Riverside author and historian, May 16 and June 19, 2008.
- Email communication with Diana Fraser, Principal Librarian, Colton Public Library, December 5, 2008, regarding history of school. No response received.
- Email communication with Linda Gallardo, San Bernardino County Economic Development and Public Services Group, December 5, 2008, regarding building history. No response received.
- Email communication with Michele Nielsen, Curator of History/Archives, San Bernardino County Museum, June 26 and 27, 2008.
- Email communication with Syed Hyder, Grand Terrace Elementary School Principal, on December 5, 2008, regarding history of the school. Email response received on December 9, 2008, from Cynthia Coello, Grand Terrace Elementary School Principal, who had no information about the school's history.
- Email communication with Mary Helen Mills, Grand Terrace Elementary School Office Manager, on December 5, 2008, regarding history of the school. No response received.

**Table 3.1 Native American Consultation**

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Native American Heritage Commission (NAHC)	Dave Singleton, Program Analyst	April 8, 2008	April 10, 2009	Formal letter	<p><b>April 8, 2008:</b> A letter was sent to the NAHC requesting a search of the Sacred Lands File in order to identify areas of religious or cultural significance to Native Americans. The NAHC request letter is included at the end of this chapter.</p> <p><b>April 10, 2008:</b> The NAHC responded on April 10, 2008, to say that the Sacred Lands File search was negative for the immediate Area of Potential Effects (APE). The NAHC response also contained a list of 12 tribes, groups, and individuals that might have knowledge of cultural resources in the APE. The NAHC list contained Serrano, Cahuilla, Gabrielino, and Luiseño contacts. The NAHC response letter is included at the end of this chapter.</p>
Cahuilla Band of Indians	Anthony Madrigal, Jr., Chairperson	May 9, 2008	None	June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>June 24, 2008:</b> An administrator directed calls to Mary Jupp in Cultural Resources. She took a message for Ms. Jupp and stated that the call would be returned if the Tribe has concerns about the Project impacting cultural resources</p>
Ti'At Society	Cindi Alvitre	May 9, 2008	None	May 27, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 27, 2008:</b> A voice mail was left for Ms. Alvitre.</p> <p><b>June 24, 2008:</b> A voice mail was left for Ms. Alvitre requesting that she return the call if she has concerns about the Project impacting cultural resources.</p>

Table 3.1 Native American Consultation (Continued)

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Gabrieleno/Tongva Indians	Anthony Morales, Chairperson	May 9, 2008	None	May 22, 2008; May 27, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 22, 2008:</b> A voice mail was left for Mr. Morales.</p> <p><b>May 27, 2008:</b> A voice mail was left for Mr. Morales.</p> <p><b>May 27, 2008:</b> Mr. Morales returned the call to state that the Tribe has no concerns about the Project impacting cultural resources due to the developed nature of the Project area. However, he would like to be informed immediately of any cultural resources discoveries.</p>
Ramona Band of Mission Indians	Joseph Hamilton, Vice Chairman	May 9, 2008	None	May 27, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 27, 2008:</b> A voice mail was left for Mr. Hamilton.</p> <p><b>June 24, 2008:</b> Mr. Hamilton requested that the information be sent by email to John Gomez in Cultural Resources. An email was sent to Mr. Gomez on June 25, 2008. Please see attached email.</p>
Gabrielino/Tongva Council/Gabrielino Tongva Nation	Sam Dunlap, Tribal Secretary	May 9, 2008	None	June 10, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>June 10, 2008:</b> A voice mail was left for Mr. Dunlap.</p> <p><b>June 24, 2008:</b> A voice mail was left for Mr. Dunlap requesting that he return the call if he has concerns about the Project impacting cultural resources.</p>
San Manuel Band of Mission Indians	John Ramos, Chairperson	May 9, 2008	None	May 27, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p>

**Table 3.1 Native American Consultation (Continued)**

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
Gabrielino Band of Mission Indians of California	Susan Frank	May 9, 2008	None	May 27, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 27, 2008:</b> A voice mail was left for Ms. Frank.</p> <p><b>June 24, 2008:</b> A voice mail was left for Ms. Frank, requesting that she return the call if she has concerns about the Project impacting cultural resources.</p>
Morongo Band of Mission Indians	Michael Contreras, Cultural Resources	May 9, 2008	None	May 27, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 27, 2008:</b> A voice mail was left for Mr. Contreras.</p> <p><b>June 24, 2008:</b> A voice mail was left for Mr. Contreras requesting that he return the call if he has concerns about the Project impacting cultural resources.</p>
San Manuel Band of Mission Indian	Ann Brierty, Environmental Department	May 9, 2008	None	May 27, 2008; June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>May 27, 2008:</b> A voice mail was left for Ms. Brierty.</p> <p><b>June 24, 2008:</b> A voice mail was left for Ms. Brierty requesting that she return the call if she has concerns about the Project impacting cultural resources.</p>
Serrano Nation of Indians	Goldie Walker	May 9, 2008	None	June 24, 2008	<p><b>May 9, 2008:</b> A letter that discussed the Project and requested information on cultural resources in the area that may be significant was sent via certified mail.</p> <p><b>June 24, 2008:</b> A message was left with a person in Ms. Walker's household. The person stated that Ms. Walker would return the call if she had concerns with the Project impacting cultural resources. The person also stated that generally speaking, Ms. Walker would like to</p>

**Table 3.1 Native American Consultation (Continued)**

Agency	Agency Representative	Date of First Contact (Formal Letter)	Date of Reply	Date of Follow-up Contact (Phone Call)	Consultation Topic
					be notified of any cultural resources discoveries that occur as a result of Project construction.
Pechanga Band of Mission Indians	Paul Macarro, Cultural Resources Center Luiseño	Not consulted per California Department of Transportation (Caltrans) recommendation.	Not applicable	Not applicable	Caltrans District 8 Cultural Resources staff recommended that the Pechanga Band of Mission Indians not be contacted because the Luiseño contacts are not applicable to the Project area.
Soboba Band of Luiseño Indians	Harold Arres, Cultural Resources Manager Luiseño	Not consulted per Caltrans recommendation.	Not applicable	Not applicable	Caltrans District 8 Cultural Resources staff recommended that the Soboba Band of Luiseño Indians not be contacted because the Luiseño contacts are not applicable to the Project area.

Source: *Archaeological Survey Report* (July 2011).

- Email communication with Katie Orloff, Grand Terrace Elementary School, on December 5, 2008, regarding history of the school. No response received.
- Email communication with Laura Klure, local historian and author, on July 14, 2009. Oral interview with Ms. Klure on July 17, 2009, regarding the California Electric Highgrove Steam-Electric Generating Plant.
- Email communications with Robert Worl (Siting Program Manager) and Beverly Bastian (Planner II – Cultural Resources), California Energy Commission, on July 21, 2009, regarding the Highgrove Steam-Electric Generating Plant.

### **3.1.3 State Historic Preservation Officer**

As assigned by the Federal Highway Administration (FHWA), Caltrans has determined that there are properties evaluated as a result of the Project that are not eligible for inclusion in the National Register of Historic Places within the Project area of potential effect (APE). Under Section 106 Programmatic Agreement (PA) Stipulation VIII.C, Caltrans requested the SHPO's concurrence in this determination on August 4, 2011. SHPO concurrence was received on September 9, 2011. The SHPO correspondence letters are included in Section 3.3.

### **3.1.4 SCAG Transportation Conformity Working Group**

The Project-level particulate matter hot-spot analysis was presented to the SCAG TCWG for discussion and review on August 25, 2009. Per Caltrans Headquarters policy, all nonexempt projects need to go through review by the TCWG. This Project was approved and concurred upon by Interagency Consultation at the TCWG meeting as a project not having adverse impacts on air quality, and it meets the requirements of the Clean Air Act (CAA) and 40 Code of Federal Regulations (CFR) 93.116. On May 28, 2013, the TCWG confirmed that the addition of Modified Alternative 7 would not change the Project's determination. A copy of the TCWG determination is included in Section 3.3.

### **3.1.5 United States Fish and Wildlife Service**

On April 18, 2013, the USFWS provided the Proposed, Threatened, or Endangered Species List for species potentially occurring in the vicinity of the proposed Project. This letter is included at the end of this chapter.

### **3.1.6 United States Army Corps of Engineers**

An on-site field meeting with the USACE was held on May 5, 2009, to discuss jurisdictional waters at the Project site. The following personnel attended the

meeting: Veronica Chan (USACE), Scott Quinnell (Caltrans), Wendy Walters (consulting biologist), and Sarah Barrera (consulting biologist).

### **3.1.7 Colton Joint Unified School District**

SANBAG and City of Grand Terrace staff held three meetings with the CJUSD to discuss the potential impacts to Grand Terrace Elementary School resulting from the proposed Build Alternatives. At the initial meeting on December 6, 2007, the possible relocation of Grand Terrace Elementary School to accommodate Alternatives 2 and 4 was discussed. At a follow-up meeting on January 16, 2008, it was decided that, due to the cost and schedule for school relocation, additional Build Alternatives would be developed to avoid full acquisition of the school property. The PDT made a decision to drop Alternatives 2 and 4 from further consideration on March 18, 2008.

Alternatives 3, 5, and 6 were developed, which minimized impacts related to the school. School operations/activities and measures to avoid adverse impacts to the school during construction of the Interstate 215 (I-215)/Barton Road Interchange Improvement Project and the I-215 Bi-County High-Occupancy Vehicle (HOV) Lane Gap Closure Project were discussed at the last meeting on May 10, 2010.

## **3.2 Community Outreach and Public Involvement**

An English-Spanish toll-free helpline (1-888-4-215-TALK) was established in June 2008 for questions about: the I-215/Barton Road Interchange Improvement Project, the I-215 Bi-County HOV Lane Gap Closure Project, and the I-215/ Washington Street/Mount Vernon Avenue Interchange Improvement Project. Calls received included concerns regarding existing noise levels, property acquisition, road closures during construction, left-turn movement at La Crosse Avenue, locations of soil sampling, the alternative to be selected, and requests for additional information on the Project. The helpline was discontinued as of February 28, 2014.

Fact sheets describing the alternatives being studied through the Project development process, as well as the Project schedule, were originally prepared in 2008. The purpose of the fact sheets is to provide the public with a general description and layouts of the Build Alternatives. These fact sheets are available for viewing on SANBAG's website. The fact sheets have been updated on a regular basis and will continue to be updated through construction completion.

### 3.2.1 City of Grand Terrace

Build Alternatives 3, 5, and 6 were presented to the Grand Terrace City Council at its regular meeting on January 13, 2009. The Project need, purpose, history, goals, and costs were also presented. Based on the meeting minutes, Caltrans staff stated they would continue to keep the City of Grand Terrace updated as the environmental process progresses.

SANBAG presented Build Alternatives 3, 5, 6, and 7 to the Grand Terrace City Council at its regular meeting on October 12, 2010, which introduced new Alternative 7. The purpose of the presentation was to show the current Build Alternatives being considered for the Project.

At the February 21, 2012, PDT meeting, Richard Shields, Community Development Director at the City of Grand Terrace, and Victor Ortiz, Engineering Manager at the City of Colton, indicated that they have been getting calls from property owners with properties along the southern leg of La Crosse Avenue. The property owners were concerned about how Alternative 7 would impact the access for delivery trucks. SANBAG provided the cities with preliminary plans of the Build Alternatives so that they could be referenced when fielding questions.

Based on the concerns regarding the changes to the La Crosse Avenue/Barton Road intersection under Build Alternatives 6 and 7, SANBAG determined that a meeting would be held with the concerned property owners. The City of Grand Terrace held the meeting on April 23, 2012, to provide additional information regarding the preliminary design. In addition to the business owners, the City of Grand Terrace, SANBAG, and Caltrans staff attended the meeting. The property owners provided a written statement that the loss of a left turn from westbound Barton Road to La Crosse Avenue “would cripple the existing properties and businesses and severely restrict any future development.”<sup>1</sup>

SANBAG and Caltrans presented Build Alternatives 3, 6, and 7, along with an updated Project schedule, to the Grand Terrace City Council on May 8, 2012. A member of the public mentioned that there was a meeting held a few weeks prior in which some of the business owners on the southwest corner of the I-215/Barton Road Interchange expressed their concern with the property acquisitions and the right-in/right-out access on La Crosse Avenue.

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<sup>1</sup> Written statement and sign-in sheet, April 23, 2012.

In August 2012, after consultation with Caltrans and FHWA staff, it was determined that a modification to Alternative 7 would be studied that included a roundabout design, so that access to the southern segment of La Crosse Avenue would be maintained.

SANBAG presented Build Alternatives 3, 6, and Modified Alternative 7 to the Grand Terrace City Council on April 23, 2013. The purpose of the presentation was to show the current Build Alternatives being considered for the Project. The City Council, support staff, and approximately 100 citizens were in attendance. The presentation lasted about 15 minutes. The only question during session concerned the roundabout and how it would function. The City Council was anxious to get the Project started.

After the meeting, several citizens requested points of contact to address questions. Two people remarked that they like Modified Alternative 7 because access is permitted to the businesses located on the southern segment of La Crosse Avenue. One citizen liked Alternative 6 because it permitted access to his property off De Berry Street.<sup>1</sup>

At its September 10, 2013, regular meeting, the City Council unanimously identified Modified Alternative 7 as its Locally Preferred Alternative.

### **3.2.2 Chamber of Commerce Presentations**

#### **3.2.2.1 Grand Terrace Chamber of Commerce**

SANBAG presented information on the I-215/Barton Road Interchange Improvement Project to the Grand Terrace Chamber of Commerce on November 19, 2013. The three Build Alternatives and the No Build Alternative were explained. Approximately 40 individuals attended the meeting. A question/answer session followed the presentation. Public questions were asked and responses were provided regarding the following topics: selection of a preferred alternative, signalization of the roundabout, Project potential opposition, truck restriction in the roundabout, business relocations, impacts to park-and-ride lots, traffic from the Loma Linda Medical Center and the City of Loma Linda, project impacts to the I-215/Mount Vernon Avenue-Washington Street Interchange, replacement of the bridge over the Union Pacific Railroad, and the location and time of the public hearing.

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<sup>1</sup> Email correspondence with Mary Brown, SANBAG Project Manager, April 25, 2013.

### **3.2.2.2 Loma Linda Chamber of Commerce**

SANBAG also presented the same information on the I-215/Barton Road Interchange Improvement Project to the Loma Linda Chamber of Commerce on December 11, 2013. Approximately 25 individuals attended the meeting. The three Build Alternatives and the No Build Alternative were explained. Public questions were asked and responses were provided regarding the following topics: locations of other local roundabouts, roundabout accident rates compared to those of regular intersections, traffic on Barton Road between Loma Linda and Grand Terrace, impacts to the church on Mount Vernon Avenue from the Project, the date and time of the public hearing, and impacts associated with other SANBAG projects in the area.

### **3.2.3 Public Coordination**

The City of Colton received a letter from Bill Darwin in July 2012. This letter included an appraisal for the properties owned by the Darwin Family Trust and operated as Darwin Enterprises. Mr. Darwin is one of the property owners that contacted the City of Colton regarding access as described in Section 3.2.1. Sarah Zamora, the City of Colton Mayor, responded on August 27, 2012, and Amer Jakher, the City of Colton Public Works Director, responded on August 23, 2012, to confirm receipt of the letter and to advise Mr. Darwin that the information he provided was forwarded to SANBAG.

## **3.3 Agency Coordination Documentation**

The following documentation of coordination with the following agencies is provided below:

- SHPO
- TCWG
- USFWS

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**DEPARTMENT OF TRANSPORTATION**

DISTRICT 8

ENVIRONMENTAL PLANNING (MS 825)

464 W. FOURTH STREET, 6<sup>TH</sup> FLOOR

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4042

FAX (909) 383-6494

TTY (909) 383-6300



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August 4, 2011

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer  
California Office of Historic Preservation  
1725 23rd Street, Suite 100  
Sacramento, CA 95816  
Attention: Susan Stratton

08-SBd-215-PM 0.58/1.66  
Barton Road IC Replacement Project  
EA 0J070 / 0800000282

Dear Mr. Donaldson:

**Subject: Determinations of Eligibility and notification of No Historic Properties Affected for the California Department of Transportation (Caltrans) Interstate 215 / Barton Road Interchange Project**

The California Department of Transportation (Department), in cooperation with San Bernardino Associated Governments (SANBAG), proposes an undertaking to reconstruct the I-215 / Barton Road Interchange located in the City of Grand Terrace, San Bernardino County. The Undertaking includes replacement of the Barton Road bridge, realignment of on- and off-ramps storm water treatment facilities, construction of sound barriers, utility relocations, landscaping, and local street improvements.

This consultation is undertaken in accordance with the *Programmatic Agreement (PA) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation*, executed January 1, 2004.

Section 106 activities to date for this undertaking include a Historic Property Survey Report (HPSR, July 2010), which documents the identification and evaluation of cultural resources within the project's Area of Potential Effects (APE). Consultation and identification efforts for the proposed undertaking (summarized in the HPSR) resulted in the identification of six (6) previously evaluated properties located in the APE:

Name	Address	Community	OHP Code	APE Map Ref.
36-021705	22048 Vivienda Avenue	Grand Terrace	6Z	A

36-021706	11940 Vivienda Court	Grand Terrace	6Z	B
36-021707	11960 Vivienda Court	Grand Terrace	6Z	C
36-021708	11970 Vivienda Court	Grand Terrace	6Z	D
CA-SBR-6847H 36-021710 (BNSF Railroad segment including Bridge 540518)	Generally between Main Street and Barton Road	Grand Terrace	6Z	E
CA-SBR-6101H 36-021709 (UPRR segment including Bridge 540519)	Generally between Pico Street and Barton Road	Grand Terrace	6Z	F

In addition, eight (8) historic period cultural resources that required evaluation were identified in the APE:

Name	Address	Community	OHP Code	APE Map Ref. No.
	12175 Michigan Street	Grand Terrace	6Z	1
	22115 Barton Road	Grand Terrace	6Z	2
	21842 Grand Terrace Road	Grand Terrace	6Z	3
	12012-12040 La Crosse Avenue	Grand Terrace	6Z	4
	21892 Grand Terrace Road	Grand Terrace	6Z	5
	22036 Vivienda Avenue	Grand Terrace	6Z	6
	22220-26 Barton Road	Grand Terrace	6Z	7
	22238 Barton Road	Grand Terrace	6Z	8

Pursuant to Stipulation VIII.C.5 of the Section 106 PA, we request your concurrence that the above listed properties are not eligible for listing in the NRHP. Pursuant to Stipulation IX.A of the Section 106 PA, Caltrans is proposing that a finding of **No Historic Properties Affected** is appropriate for this undertaking.

We look forward to receiving your response within thirty (30) days of your receipt of this submittal, in accordance with Stipulation VIII.C.5.a of the Section 106 PA. If you have any questions or comments regarding the proposed project, please feel free to contact Andrew Walters, Associate Environmental Planner (Architectural History) at (909) 383-2647 or by email at [andrew\\_walters@dot.ca.gov](mailto:andrew_walters@dot.ca.gov). In return correspondence, please refer to this project by the EA number provided. We look forward to your response.

Milford Wayne Donaldson  
August 4, 2011  
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Sincerely,



GABRIELLE DUFF  
Office Chief  
Environmental Support/Cultural Studies

c. Jill Hupp, Section 106 Coordinator, Division of Environmental Analysis, HQ

Enclosures

*Historic Property Survey Report (HPSR) for the Interstate 215 / Barton Road Interchange Project, Cities of Grand Terrace and Colton, San Bernardino County, July 2011.*

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**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

1725 23<sup>rd</sup> Street, Suite 100  
SACRAMENTO, CA 95816-7100  
(916) 445-7000 Fax: (916) 445-7053  
calshpo@parks.ca.gov  
www.ohp.parks.ca.gov



September 9, 2011

Reply To: FHWA110808A

Gabrielle Duff, Office Chief  
Caltrans District 8  
Environmental Support/Cultural Studies (MS 825)  
464 W 4<sup>th</sup> Street, 6<sup>th</sup> Floor  
San Bernardino, CA 92401-1400

Re: Determination of Eligibility for the Proposed Interstate 215/Barton Road Interchange Project, Grand Terrace, CA

Dear Ms. Duff:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- 12175 Michigan Street
- 22115 Barton Road
- 21842 Grand Terrace Road
- 12012-12040 La Crosse Avenue
- 21892 Grand Terrace Road
- 22036 Vivienda Avenue
- 22220-26 Barton Road
- 22238 Barton Road

Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at [nlindquist@parks.ca.gov](mailto:nlindquist@parks.ca.gov).

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer

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## TCWG Project-Level PM Hot Spot Analysis Project Lists

### Review of PM Hot Spot Interagency Review Forms

August 2009	Determination
<a href="#"><u>RIV011210</u></a>	Not a POAQC - Hot Spot analysis not required.
<a href="#"><u>SBD31850</u></a>	Not a POAQC - Hot Spot analysis not required.
<a href="#"><u>SBD_OC2500</u></a>	A POAQC - Hot Spot analysis required.
<a href="#"><u>SBD20040826 and SBD200619</u></a>	

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## TCWG Project-Level PM Hot Spot Analysis Project Lists

### Review of PM Hot Spot Interagency Review Forms

May 2013	Determination
<a href="#"><u>SBD31850 Memo</u></a>	Reaffirmed Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence via email before the meeting)
<a href="#"><u>SCAG015</u></a>	Not a POAQC - Hot Spot Analysis Not Required (EPA concurrence via email before the meeting)
<a href="#"><u>ORA 112622</u></a>	Not a POAQC - Hot Spot Analysis Not Required (TCWG concurrence via email before the meeting)

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# United States Department of the Interior

FISH AND WILDLIFE SERVICE  
Ecological Services  
Palm Springs Fish and Wildlife Office  
777 East Tahquitz Canyon Way, Suite 208  
Palm Springs, California 92262



In Reply Refer To:  
FWS-SB-08B0601-13SL0251

APR 18 2013

Mr. Scott Quinnell  
Senior Environmental Planner  
Department of Transportation, District 8  
464 West Fourth Street, 6th Floor  
San Bernardino, California 92401

Attention: Adam Compton

Subject: Request for a List of Proposed, Threatened, or Endangered Species potentially occurring in the vicinity of the Barton Road/Interstate 215 Project, City of Grand Terrace, San Bernardino County, California

Dear Mr. Quinnell:

This letter is in response to your request, received by our office via email on April 9, 2013, for concurrence with a list of federally endangered, threatened, proposed, and candidate species and their critical habitat potentially present in the vicinity of the Barton Road/Interstate 215 Project as previously issued (FWS-SB-08B0601-12SL0483). The project site is located along Interstate 215 between Iowa Avenue and Newport Avenue in the city of Grand Terrace, San Bernardino County, California. We understand this information will be used in support of documentation required by the California Department of Transportation to assist you in evaluating the potential occurrence of federally listed endangered, threatened, proposed, and candidate species and their critical habitat potentially present. This updated list was generated from a species and critical habitat search, employing a 1-mile buffer around the extent of the proposed project, and lists species with the potential to occur within the area. We also suggest that you contact the California Department of Fish and Wildlife regarding State-listed and sensitive species that may occur within the project area. Please note that State-listed species are protected under the provisions of the California Endangered Species Act.

As a reminder if a proposed project is authorized, funded, or carried out by a Federal agency and may affect a federally listed species, then section 7 consultation pursuant to the Endangered Species Act of 1973 (Act), as amended (16 U.S.C. 1531 *et seq.*), is required. Should you have any questions regarding the species listed or your responsibilities under the Act, please contact John M. Taylor of this office at 760-322-2070, extension 218.

Sincerely,

for  
Kennon A. Corey  
Assistant Field Supervisor

Enclosure

**Federally Endangered, Threatened, Proposed, and Candidate Species and their Critical  
Habitat that May Occur in the Vicinity of the Barton Road/Interstate 215 Project,  
City of Grand Terrace, San Bernardino, County, California**

**April 18, 2013**

<b>Type</b>	<b>Scientific Name</b>	<b>Common Name</b>	<b>Federal Status</b>	<b>Critical Habitat in Vicinity</b>
<b>Birds</b>	<i>Polioptila californica californica</i>	coastal California gnatcatcher	Threatened	Yes
	<i>Vireo bellii pusillus</i>	least Bell's vireo	Endangered	No
	<i>Empidonax traillii extimus</i>	southwestern willow flycatcher	Endangered	Yes
	<i>Coccyzus americanus</i>	western yellow-billed cuckoo	Candidate	N/A
<b>Fish</b>	<i>Catostomus santaanae</i>	Santa Ana sucker	Threatened	Yes
<b>Flowering Plants</b>	<i>Eriastrum densifolium ssp. sanctorum</i>	Santa Ana River woolly-star	Endangered	No
	<i>Arenaria paludicola</i>	marsh sandwort	Endangered	N/A
	<i>Dodecahema leptoceras</i>	slender-horned spineflower	Endangered	N/A
	<i>Chloropyron maritimum</i> subsp. <i>maritimum</i> ( <i>Cordylanthus maritimus</i> subsp. <i>maritimus</i> )	salt marsh bird's-beak	Endangered	N/A
<b>Mammals</b>	<i>Dipodomys merriami parvus</i>	San Bernardino Merriam's kangaroo rat	Endangered	No

### 3.4 Public Review

The Draft Initial Study/Environmental Assessment (Draft IS/EA) prepared for the Project was circulated for public review and comment between November 27, 2013, and December 30, 2013.

A Notice of Availability of an EA/Notice of Intent to Adopt a Negative Declaration/Study Results Available/Announcement of Public Hearing was published in the following newspapers: *Press-Enterprise* (November 27 and December 5, 2013), *La Prensa* (November 29 and December 6, 2013), and *Blue Mountain Outlook* (December 2, 2013). There were multiple purposes served by these notices: they informed the public of the scheduled public hearing on the Draft IS/EA, the availability of the Draft IS/EA for public review, the length of the public review period for the IS/EA, the locations where the IS/EA was available, how they could participate in the process, and where and how to submit comments on the Draft IS/EA.

The published notice was also mailed to the distribution list included in Chapter 5 of the Draft IS/EA, which included all occupants/owners of all addresses within a 500-foot radius of the project limits, including those property owners who could be potentially impacted by the property acquisitions. Additionally, compact disc copies of the Draft IS/EA were mailed to all property owners of parcels that, based on preliminary engineering efforts, might potentially need to be partially or fully acquired in conjunction with the Project. The English and Spanish published notices are provided below. Printed copies and/or compact disc copies of the Draft IS/EA were mailed to responsible agencies and other agencies.

In conjunction with transmitting the Notice of Completion to the State Clearinghouse for purposes of documenting circulation, copies of the Draft IS/EA were also transmitted for distribution to various State agencies. The results of this distribution are included in the State Clearinghouse letter, below. It is noted that although the letter below from the State Clearinghouse references the circulation period as November 27<sup>th</sup> to December 26<sup>th</sup>, the Notice of Completion Form submitted specified November 27<sup>th</sup> to December 30<sup>th</sup>, as did all other publicity, including published notices in newspapers.

The complete Draft IS/EA and supporting technical studies were made available for public review at the following locations:

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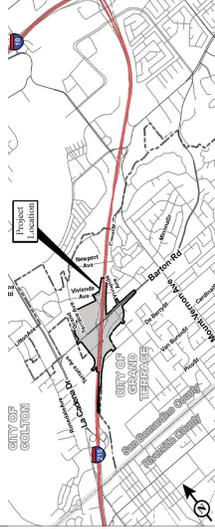


# PUBLIC NOTICE

Governments  
**SANBAG**  
Working Together

Notice of Availability of an Environmental Assessment  
Notice of Intent to Adopt a Negative Declaration  
Study Results Available  
Announcement of Public Hearing

First Public Notice -  
Press Enterprise &  
Blue Mountain  
Outlook



## Interstate 215 (I-215)/Barton Road Interchange Improvement Project

San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans), the City of Grand Terrace, and the City of Colton, proposes to improve the Interstate 215 (I-215)/Barton Road interchange. The proposed project is located in the City of Grand Terrace and partially in the City of Colton in San Bernardino County. On Barton Road, the project construction limits extend from approximately 0.3 mile (mi) west of I-215 to 0.4 mi east of I-215. The project construction limits on I-215 extend from approximately 0.7 mi south of Barton Road to 0.4 mi north of Barton Road. The proposed project would replace the existing Barton Road overcrossing, reconstruct and widen Barton Road, realign the existing on- and off-ramps to enhance turning maneuverability and storage capacity, improve local roadways, and modify traffic signals. The proposed work involves sites on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.

Caltrans has studied the effects this project may have on the environment. Our studies show it will not significantly affect the quality of the environment. This notice is to inform you of the preparation of the Draft Initial Study/Environmental Assessment (ISEA) and of its availability for you to read. A public hearing will be held to give you an opportunity to talk about certain design features of the project with Caltrans staff before the final design is selected. The tentative schedule for the purchase of land for right-of-way and construction will also be discussed. Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis.

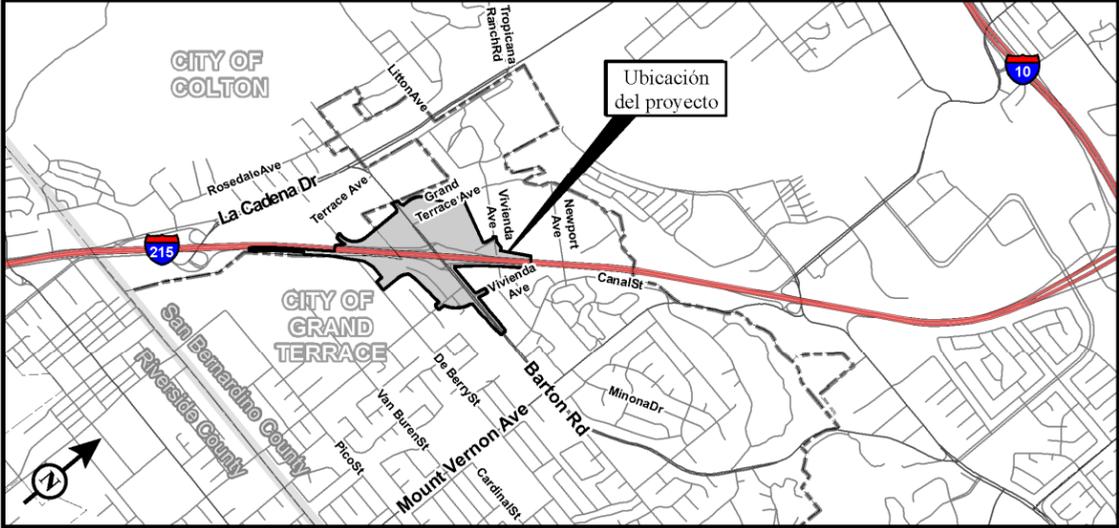
Maps for the Draft ISEA and other project information are available for review and copying at the Caltrans District 8 Office, 464 W. Fourth St., San Bernardino during normal business hours. The Draft ISEA also is available for review during normal business hours at:

- San Bernardino Associated Governments, 1170 W. Third Street, 2nd Floor, San Bernardino
- City of Colton Development Services, 659 N. La Cadena Drive, Colton
- Colton Public Library, 656 N. 9th Street, Colton
- Grand Terrace Branch Library, 22795 Barton Road, Grand Terrace
- Grand Terrace City Hall, 22795 Barton Road, Grand Terrace

Do you have any comments about processing the project with a Negative Declaration and ISEA? Do you disagree with the findings of our study as set forth in the Draft ISEA? Would you care to make any other comments on the project? Please submit your comments in writing no later than **5 pm, December 30, 2013** to James Shankel, California Department of Transportation, District 8, Division of Environmental Planning, 464 W. Fourth St., 6th Floor Mail Station 827, San Bernardino, CA 92401 or via e-mail to james.shankel@dot.ca.gov. For email comments, please include "I-215/Barton" in the subject line. The date we will begin accepting comments is **November 27, 2013**. If there are no major comments, SANBAG, in cooperation with Caltrans, the City of Grand Terrace, and the City of Colton, will proceed with the project's design.

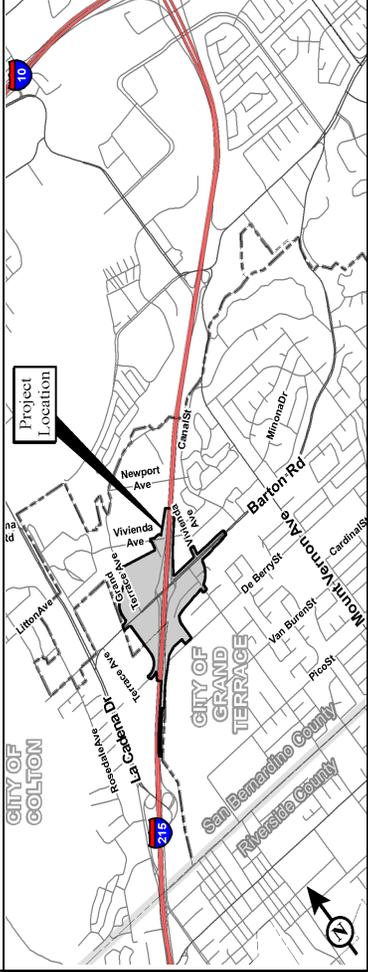
The public hearing, in an open house format, will be held **December 12, 2013, 5-8 pm**, at the City of Grand Terrace, Community Room, 22795 Barton Road, Grand Terrace, CA.

Individuals who require documents in alternative formats are requested to contact SANBAG, Attn: Jane Dreher, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715, (909) 884-8276 (voice) or use the California Relay Service (800) 735-2928 (TTY), (800) 735-2929 (voice), or 711.

 <b>ANUNCIO PÚBLICO</b> Notificación de Disponibilidad de una Evaluación Ambiental Notificación de Intención de Adoptar una Declaración Negativa Los Resultados del Estudio Están Disponibles Anuncio de Audiencia Pública 	
<b>Proyecto de Mejoramiento al Intercambio de Barton Road en la Interestatal 215 (I-215)</b>	
	
<b>LO QUE SE ESTÁ PLANEANDO</b>	<p>Los Gobiernos Asociados de San Bernardino (SANBAG), en asocio con el Departamento de Transporte de California (Caltrans), la Ciudad de Grand Terrace y la Ciudad de Colton, proponen mejorar la conexión de la Interestatal 215 (I-215) con Barton Road. El proyecto propuesto está ubicado en la Ciudad de Grand Terrace y parcialmente en la Ciudad de Colton, en el Condado de San Bernardino. En Barton Road, los límites de construcción del Proyecto se extienden desde aproximadamente 0.3 millas al oeste de la I-215 hasta 0.4 millas al este de la I-215. Los límites de construcción del Proyecto en la I-215 se extienden desde aproximadamente 0.7 millas al sur de Barton Road hasta 0.4 millas a norte de Barton Road. El proyecto propuesto reemplazaría el existente puente de sobre cruce en Barton Road, reconstruiría y ampliaría Barton Road, realinearía las rampas de entrada y salida existentes para mejorar la maniobrabilidad en el giro y la capacidad de almacenaje, mejoraría las calles locales y modificaría los semáforos. El trabajo propuesto involucra lugares en una lista enumerada bajo la sección 659662.5 del Código del Gobierno referente a desechos peligrosos.</p>
<b>EL POR QUÉ DE ESTE AVISO</b>	<p>Caltrans ha estudiado los efectos que este proyecto puede tener en el medio ambiente. Nuestros estudios indican que no afectará significativamente la calidad del medio ambiente. Este anuncio es para informarle acerca de la preparación del Borrador del Estudio Inicial/Evaluación Ambiental (IS/EA, por sus siglas en inglés) y de su disponibilidad para que usted lo lea. Se realizará una audiencia pública para darle la oportunidad de platicar acerca de ciertas características de diseño del proyecto con personal de Caltrans antes de que el diseño final sea seleccionado. También se hablará del calendario tentativo para la compra de propiedad necesaria para la vía pública y para la construcción. El análisis de conformidad a nivel del proyecto, sobre la calidad del aire, muestra que el proyecto está conforme con el Plan de Implementación del Estado, incluyendo el análisis de impacto localizado efectuado con otras agencias a cargo de reglamentos sobre monóxido de carbono (CO) y partículas de materia (PM2.5 y PM10) requeridos por la ley federal 40 CFR 93.116 y 93.123. Este proyecto no es considerado como Proyecto de Preocupación para la Calidad del Aire con respecto a partículas de materia (PM10 y PM2.5) como definidas bajo la ley federal 40 CFR 93.123(b)(1). Un análisis detallado de PM10 y PM 2.5, en punto clave, no fue completado ya que los requisitos bajo el Acta de Limpieza del Aire (Clean Air Act) y CFR 40 93.116 han sido cumplidos sin tal análisis. Este proyecto proviene de un Plan Regional de Transporte (RTP) y un Programa de Mejoras al Sistema de Transporte (TIP) ya en conformidad con las leyes para la calidad de aire. Se solicitan comentarios con respecto al análisis de conformidad a nivel del proyecto.</p>
<b>LO QUE HAY DISPONIBLE</b>	<p>Mapas del Borrador IS/EA y otra información del proyecto están disponibles para su revisión y para sacarle copias en la Oficina del Distrito 8 de Caltrans, 464 W. Fourth St., San Bernardino, durante horas de oficina. El Borrador IS/EA también está disponible para su revisión durante horas de oficina en: Gobiernos Asociados de San Bernardino, 1170 W. Third Street, 2º Piso, San Bernardino; City of Colton Development Services, 659 N. La Cadena Drive, Colton; Colton Public Library, 656 N. 9th Street, Colton; Grand Terrace Branch Library, 22795 Barton Road, Grand Terrace; Grand Terrace City Hall, 22795 Barton Road, Grand Terrace.</p>
<b>CUÁL ES SU PAPEL</b>	<p>¿Tiene comentarios acerca del procesamiento del proyecto con una Declaración Negativa y IS/EA? ¿No está de acuerdo con los resultados de nuestro estudio como lo indica el Borrador IS/EA? ¿Quisiera hacer otro comentario sobre el proyecto? Por favor someta sus comentarios por escrito antes de las 5 pm del <b>30 de diciembre del 2013</b>, a James Shankel, California Department of Transportation, District 8, Division of Environmental Planning, 464 W. Fourth St., 6th Floor Mail Station 827, San Bernardino, CA 92401 o por correo electrónico a james.shankel@dot.ca.gov. Para comentarios por correo electrónico, por favor incluya "I-215 Barton" en la casilla de Asunto. Comenzaremos a aceptar comentarios a partir del <b>27 de noviembre del 2013</b>. Si no hay comentarios reveladores, SANBAG, en cooperación con Caltrans, la Ciudad de Grand Terrace y la Ciudad de Colton, procederán con el diseño del Proyecto.</p>
<b>CUÁNDO Y DÓNDE</b>	<p>La audiencia pública, en formato de foro abierto, se realizará el <b>12 de diciembre del 2013, de 5 a 8 pm</b>, en la Ciudad de Grand Terrace, Salón Comunitario (Community Room), 22795 Barton Road, Grand Terrace, CA.</p>
<b>CONTACTO/ ACOMODACIONES ESPECIALES</b>	<p>A las personas que requieran documentos en formatos alternativos se les pide que contacten por correo a SANBAG, Attn: Jane Dreher, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715, que llamen al (909) 884-8276 (mensaje de voz) o usen el servicio California Relay Service llamando al (800) 735-2929 (TTY) o al (800) 735-2929 (mensaje de voz), o llamando al 711.</p>



# PUBLIC NOTICE Announcement of Public Hearing (Second Notice)



Second Public Notice-  
Press Enterprise

## Interstate 215 (I-215)/Barton Road Interchange Improvement Project

**WHAT IS BEING PLANNED?**

San Bernardino Associated Governments (SANBAG), in cooperation with the California Department of Transportation (Caltrans), the City of Grand Terrace, and the City of Colton, proposes to improve the Interstate 215 (I-215)/Barton Road interchange. The proposed Project is located in the City of Grand Terrace and partially in the City of Colton in San Bernardino County. On Barton Road, the Project construction limits extend from approximately 0.3 mile (mi) west of I-215 to 0.4 mi east of I-215. The Project construction limits on I-215 extend from approximately 0.7 mi south of Barton Road to 0.4 mi north of Barton Road. The proposed Project would replace the existing Barton Road overcrossing, reconstruct and widen Barton Road, realign the existing on- and off-ramps to enhance turning maneuverability and storage capacity, improve local roadways, and modify traffic signals.

Project-level conformity analysis shows that the project will conform to the State Implementation Plan, including localized impact analysis with interagency consultation for carbon monoxide (CO) and particulate matter (PM10 and PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM10 and PM2.5) as defined in 40 CFR 93.123(b)(1). A detailed PM10 and PM2.5 hot-spot analysis was not completed because Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis. The project comes from a conforming Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Comment is requested regarding the project-level conformity analysis. The proposed work involves sites on a list enumerated under Section 65962.5 of the Government Code pertaining to hazardous wastes.

**WHY THIS AD?**

A public hearing will be held to provide an opportunity to ask questions of Caltrans staff and Project team members, regarding design features, the tentative schedule for the proposed Project, including when potential acquisition of right of way may occur and when the Project will be constructed, before the final design is selected.

**WHAT'S AVAILABLE?**

Maps for the Draft IS/EA and other project information are available for review and copying at the following locations during normal business hours:

- San Bernardino Associated Governments, 1170 W. Third Street, 2nd Floor, San Bernardino
- Grand Terrace City Hall, 22795 Barton Road, Grand Terrace
- Grand Terrace Branch Library, 22795 Barton Road, Grand Terrace
- Colton City Hall, 659 N. La Cadena Drive, Colton
- Colton Public Library, 656 N. 9th Street, Colton

**WHERE YOU COME IN**

If you cannot attend the hearing, your written comments regarding the project are still welcome. Written comments are due by **December 30, 2013**, and should be sent to:

James Shankel  
Senior Environmental Planner  
California Department of Transportation  
Division of Environmental Planning  
464 W. Fourth St., 6th Floor Mail Station 827  
San Bernardino, CA 92401-1400  
or via e-mail to james.shankel@dot.ca.gov.

Please include "I-215 Barton" in the subject line.

**WHEN AND WHERE**

The public hearing, in an open house format, will be held **December 12, 2013, 5-8 pm**, at the City of Grand Terrace, Community Room, 22795 Barton Road, Grand Terrace, CA.

**CONTACT/SPECIAL ACCOMMODATIONS**

Individuals who require documents in alternative formats are requested to contact SANBAG. Attn: Jane Dreher, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715, (909) 884-8276 (voice) or use the California Relay Service (800) 735-2929 (TTY), (800) 735-2929 (voice), or 711.

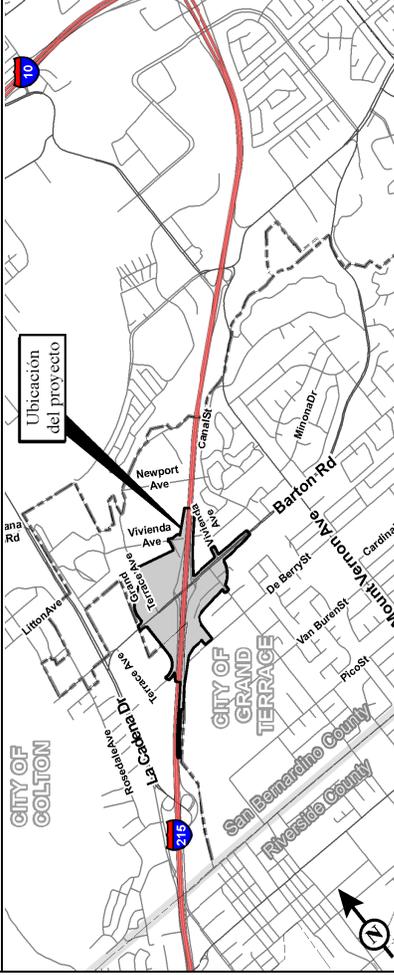
EA 0J0700 # 0800000282



# ANUNCIO PÚBLICO

## Anuncio de Audiencia Pública

### (Segundo Aviso)



Second Public Notice-  
La Prensa

### Proyecto de Mejoramiento al Intercambio de Barton Road en la Interestatal 215 (I-215)

LO QUE SE  
ESTA  
PLANEANDO

Los Gobiernos Asociados de San Bernardino (SANBAG), en asociación con el Departamento de Transporte de California (Caltrans), la Ciudad de Grand Terrace y la Ciudad de Colton, proponen mejorar la conexión de la Interestatal 215 (I-215) con Barton Road. El proyecto propuesto está ubicado en la Ciudad de Grand Terrace y parcialmente en la Ciudad de Colton, en el Condado de San Bernardino. En Barton Road, los límites de construcción del Proyecto se extienden desde aproximadamente 0.3 millas al oeste de la I-215 hasta 0.4 millas al este de la I-215. Los límites de construcción del Proyecto en la I-215 se extienden desde aproximadamente 0.7 millas al sur de Barton Road hasta 0.4 millas al norte de Barton Road. El proyecto propuesto reemplazará el existente puente de sobre cruce en Barton Road, reconstruirá y ampliará Barton Road, realineará las rampas de entrada y salida existentes para mejorar la maniobrabilidad en el giro y la capacidad de almacenamiento, mejorará las calles locales y modificará los semáforos. El análisis de conformidad a nivel del proyecto, sobre la calidad del aire, muestra que el proyecto está conforme con el Plan de Implementación del Estado, incluyendo el análisis de impacto localizado efectuado con otras agencias a cargo de reglamentos sobre monóxido de carbono (CO) y partículas de materia (PM2.5 y PM10) requeridos por la ley federal 40 CFR 93.116 y 93.123. Este proyecto no es considerado como Proyecto de Preocupación para la Calidad del Aire con respecto a partículas de materia (PM10 y PM2.5) como definidas bajo la ley federal 40 CFR 93.123(b)(1). Un análisis detallado de PM10 y PM2.5, en punto clave, no fue completado ya que los requisitos bajo el Acta de Limpieza del Aire (Clean Air Act) y CFR 40 93.116 han sido cumplidos sin tal análisis. Este proyecto proviene de un Plan Regional de Transporte (RTP) y un Programa de Mejoras al Sistema de Transporte (TIP) ya en conformidad con las leyes para la calidad de aire. Se solicitan comentarios con respecto al análisis de conformidad a nivel del proyecto. El trabajo propuesto involucra lugares en una lista enumerada bajo la sección 659662.5 del Código del Gobierno referente a desechos peligrosos.

EL POR QUÉ DE  
ESTE AVISO

Se realizará una audiencia pública para darle la oportunidad de hacer preguntas al personal de Caltrans y al equipo del proyecto sobre las características del diseño y el calendario tentativo para el proyecto propuesto, inclusive cuando serían adquiridas las propiedades necesarias para la vía pública y cuando se llevará a cabo la construcción, antes de que el diseño final sea seleccionado.

LO QUE HAY  
DISPONIBLE

Mapas del Borrador IS/EIA y otra información del proyecto están disponibles para su revisión y para sacarles copias en las siguientes localidades durante horas de oficina:

- Gobiernos Asociados de San Bernardino, 1170 W. Third Street, 2° Piso, San Bernardino
- Grand Terrace City Hall, 22795 Barton Road, Grand Terrace
- Grand Terrace Branch Library, 22795 Barton Road, Grand Terrace
- Colton City Hall, 659 N. La Cadena Drive, Colton
- Colton Public Library, 656 N. 9th Street, Colton

CUÁL ES SU  
PAPEL

Si usted no puede asistir a la audiencia pública, sus comentarios por escrito son bienvenidos. Somete sus comentarios por escrito antes del **30 de diciembre del 2013**, a:

James Shankel  
Senior Environmental Planner  
California Department of Transportation  
Division of Environmental Planning  
464 W. Fourth St., 6th Floor Mail Station 827  
San Bernardino, CA 92401-1400

o por correo electrónico a: [james.shankel@dot.ca.gov](mailto:james.shankel@dot.ca.gov). Por favor incluya "I-215 Barton" en la casilla de Asunto.

CUÁNDO Y  
DONDE

La audiencia pública, en formato de foro abierto, se realizará el **12 de diciembre del 2013, de 5 a 8 pm**, en la Ciudad de Grand Terrace, Salón Comunitario (Community Room), 22795 Barton Road, Grand Terrace, CA.

CONTACTO/  
ACOMODACIONES  
ESPECIALES

A las personas que requieran documentos en formatos alternativos se les pide que contacten por correo a SANBAG, Attn: Jane Dreher, 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA 92410-1715, que llamen al (909) 884-8276 (mensaje de voz) o usen el servicio California Relay Service llamando al (800) 735-2929 (TTY) o al (800) 735-2929 (mensaje de voz), o llamando al 711.



Edmund G. Brown Jr.  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Ken Alex  
Director

December 27, 2013

James Shankel  
California Department of Transportation, District 8  
464 W. 4th Street  
San Bernardino, CA 92401

Subject: Interstate 215/Barton Road Interchange Improvement Project  
SCH#: 2013111081

Dear James Shankel:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on December 26, 2013, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Enclosures

cc: Resources Agency  
1400 TENTH STREET, P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2013111081  
**Project Title** Interstate 215/Barton Road Interchange Improvement Project  
**Lead Agency** Caltrans #8

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**Type** **Neg** Negative Declaration  
**Description** The proposed Project is located in the City of Grand Terrace, and partially in the City of Colton in San Bernardino County, CA. The purpose of the proposed project is to improve the operation, increase the capacity, and reduce the existing and future congestion at the I215/Barton Road Interchange, and improve access to facilities served by the interchange. The proposed Project would replace the existing Barton Road overcrossing, reconstruct and widen Barton Road, realign the existing on- and off-ramps to enhance turning maneuverability and storage capacity, improve local roadways, and modify traffic signals. Four alternatives are being analyzed in this document: the No Build Alternative (Alternative 1) and three Build Alternatives (Alternatives 3, 6, and Modified Alternative 7).

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**Lead Agency Contact**

**Name** James Shankel  
**Agency** California Department of Transportation, District 8  
**Phone** 909 383 6379 **Fax**  
**email**  
**Address** 464 W. 4th Street  
**City** San Bernardino **State** CA **Zip** 92401

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**Project Location**

**County** San Bernardino  
**City** Grand Terrace  
**Region**  
**Lat / Long** 34° 2' 1.9" N / 117° 19' 29.7" W  
**Cross Streets** I-215, Barton Road  
**Parcel No.** various  
**Township** 1/2S **Range** 4W **Section** 32/5 **Base** SBB&M

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**Proximity to:**

**Highways** Hwy 215  
**Airports**  
**Railways** BNSF & UPRR  
**Waterways** Santa Ana River  
**Schools** 4  
**Land Use** Transportation, Residential, Commercial

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**Project Issues** Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse; Growth Inducing; Cumulative Effects

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**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 8; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

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**Date Received** 11/26/2013 **Start of Review** 11/27/2013 **End of Review** 12/26/2013

- SANBAG, 1170 West 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino
- City of Colton City Hall, 650 North La Cadena Drive, Colton
- City of Grand Terrace City Hall, 22795 Barton Road, Grand Terrace
- City of Colton Public Library–Main Branch, 656 North 9<sup>th</sup> Street, Colton
- Grand Terrace Branch Library, 2275 Barton Road, Grand Terrace

The Draft IS/EA was also made available on the SANBAG website at:  
[http://sanbag.ca.gov/projects/interchange\\_barton.html](http://sanbag.ca.gov/projects/interchange_barton.html).

An Open Forum Public Hearing was held at the City of Grand Terrace Community Room, located at 22795 Barton Road in the City of Grand Terrace, from 5:00 to 8:00 PM on December 12, 2013. Approximately 79 members of the public attended the public hearing. Comments for the public record were provided by eight individuals, recorded by a court reporter and 17 comment cards were turned in at the public hearing. Questions and concerns raised by those who attended the public hearing primarily focused on traffic operations and possible impacts to businesses. The comment cards, letters, and emailed comments, as well as the transcript of comments made for the public record, are all included at the end of this chapter. Section 3.5, below, explains how the individual comments and responses are organized and presented in this Environmental Document.

## **3.5 Comments and Responses to Comments**

### **3.5.1 Comments Received**

Table 3.2 provides a complete indexed list of the comments received on the circulated Draft IS/EA, and also includes the comment cards received at the public hearing as well as the comments made for the public record at the public hearing. The index numbers are based on a unique letter and number code for each comment, for organizational purposes. “S” is for State agencies, “U” is for utility, “P” is for public comment, and “PHC” is for public hearing comment. The number at the end is a count.

**Table 3.2 Comment Letters Received During Public Comment Period**

Letter	Name	Date
<b>State Agencies</b>		
S-1	Native American Heritage Commission	December 3, 2013
S-2	California Department of Fish and Wildlife	December 23, 2013
<b>Utilities</b>		
U-1	Southern California Edison	
<b>Public Comments</b>		
P-1	Mary Garrison	December 12, 2013
P-2	Bonnie Darwin	December 12, 2013
P-3	Stephanie L. Ornelas	December 12, 2013
P-4	Chris Cappetta	December 12, 2013
P-5	Gene E. Carlstrom	December 12, 2013
P-6	Janese Makshanoff	December 12, 2013
P-7	Donald Brithinee	December 12, 2013
P-8	Mike McConn	December 12, 2013
P-9	Bobbie K. Forbes	December 12, 2013
P-10	Terry L. Lambert	December 12, 2013
P-11	Brian Cannell	December 12, 2013
P-12	Bill Darwin	December 12, 2013
P-13	Judy Harrison	December 12, 2013
P-14	Stephanie Darwin	December 12, 2013
P-15	Patricia Flores	December 12, 2013
P-16	Ali Yasin	December 22, 2013
PHC-23	Ali Yasin	December 12, 2013
P-17	Salam Yasin	December 22, 2013
P-18A	Fahim Tanios	December 27, 2013
P-18B	Fahim Tanios	December 28, 2013
PHC-24	Fahim Tanios and Soliamn Hanna	December 12, 2013
P-19	Kendall B. King	December 20, 2013
P-20	Barbara Thornhill	December 30, 2013
P-21	Alaa Yasin	December 29, 2013
PHC-22	Richard Sierra, Jr.	December 12, 2013
PHC-25	Yvonne Williams	December 12, 2013
PHC-26	Bud Howell	December 12, 2013
PHC-27	Sara Zappe	December 12, 2013
PHC-28	Dwayne Zappe	December 12, 2013

### 3.5.2 Format of Responses to Comments

Responses to the comment letters are provided in Table 3.3, which follows on pages 3-35 to 3-57. The responses to comments are organized to correspond specifically to the comment, starting with the base comment index number designation. All of the comments received and the public hearing transcript are included, after Table 3.3. The copies of the comments and the public hearing transcript also show the complete index number, for cross-reference purposes.

**Table 3.3 Response to Public Review Comments on the Draft IS/EA**

No.	Comment	Response
<b>S-1: Letter from the Native American Heritage Commission</b>		
<b>S-1-1</b>	The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:	A Historic Property Survey Report (HPSR), an Archaeological Survey Report (ASR), and a Historical Resources Evaluation Report (HRER) were prepared for the Project in accordance with California Department of Transportation (Caltrans) requirements, addressing all applicable federal and State laws and regulations, including Section 15064.5(b) of the CEQA Guidelines, which states that, "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment." As discussed in Section 2.7.3.2, pages 2.7-6 and 2.7-7, of both the Draft Initial Study/Environmental Assessment (Draft IS/EA) and Final Initial Study/Environmental Assessment (Final IS/EA), "Based on the findings reported in the Historic Property Survey Report, there are no Section 106 Historic Properties or CEQA Historical Resources within the APE....On September 9, 2011, SHPO concurred with Caltrans' determination that the eight properties that were evaluated as part of this study were not eligible for the National Register....Caltrans has determined that a finding of No Impact is appropriate pursuant to CEQA Guidelines Section 15064.5(b)(s) because there are no Historical Resources within the Project area limits."
<b>S-1-2</b>	Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).	As discussed on pages 2.7-2 and 2.7-3 in Section 2.7.2.1 of the Draft IS/EA and Final IS/EA, a records search for cultural resources was conducted at the San Bernardino Archaeological Information Center (SBAIC) of the California Historical Resources Information System (CHRIS) located at the San Bernardino County Museum in Redlands, California. Cultural resources identified during the records search are documented in Section 2.7.2.4, pages 2.7-4 through 2.7-6, of the Draft and Final IS/EA. Section 2.7.2.3 on page 2.7-4 of the Draft and Final IS/EA summarizes the Native American consultation performed.

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
<b>S-1-3</b>	If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.	As noted in Response to Comment S-1-1 above, based on the results of the HPSR, ASR, and HRER prepared for this Project, Caltrans has determined that a finding of No Impact is appropriate pursuant to CEQA Guidelines Section 15064.5(b)(s) because there are no Historical Resources within the Project area limits. If the Project's scope of work and/or area of potential effects changes, all required analysis and coordination will be performed.
<b>S-1-4</b>	A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.	Table 3.1, pages 3-3 through 3-6, of the Draft and Final IS/EA summarizes the Native American consultation process that was conducted for the Project with the Native American contacts provided in the Native American Heritage Commission's (NAHC) letter dated April 10, 2009, which is included in Chapter 3 of the Draft IS/EA and Final Environmental Document (FED).
<b>S-1-5</b>	California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People ... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies" and Executive Order B-1 0-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.	As noted in Response to Comment S-1-4 above, Native American consultation was conducted for the Project. Native American comments received during the consultation process are summarized in Table 3.1 in Chapter 3 of the Draft and Final IS/EA.
<b>S-1-6</b>	Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064. 5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 requires documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should consider first, avoidance for sacred and/or	As discussed on pages 2.7-6 and 2.7-7 in Section 2.7.3.2 of the Draft and Final IS/EA, the Project is not anticipated to impact cultural resources. For purposes of avoiding potential impacts to cultural resources during construction of the Project, the Project will be subject to environmental commitment Measures CR-1 and CR-2, detailed on pages 2.7-7 and 2.7-8 in Section 2.7.4 of the Draft and Final IS/EA, through completion of construction. Consistent with Caltrans policy and State regulations, this may require additional testing and may require monitoring to avoid impacts to cultural resources. Avoidance Measure CR-2 includes the requirements regarding human remains set forth in Public Resources Code (PRC) Section 5087.98.

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.</p> <p>Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.</p>	
<b>S-2: Letter from the California Department of Fish and Wildlife</b>		
<b>S-2-1</b>	<p>The Department may assert jurisdiction over concrete channels. Therefore, the JD should be adjusted to incorporate impacts to concrete channels, as well as impacts to and mitigation for riparian vegetation.</p>	<p>As discussed in Section 2.15, page 2.15-3, of the Draft and Final IS/EA, a Jurisdictional Delineation (JD) was prepared for the Project. Project impacts considered included potential impacts to all features anticipated to be subject to California Department of Fish and Wildlife (CDFW) jurisdiction, including concrete channels and riparian vegetation.</p>
<b>S-2-2</b>	<p>The Department is concerned about continuing loss of jurisdictional waters of the State, the encroachment of development into floodplains, and the elimination of ephemeral, intermittent, and perennial streams, channelized streams, lakes, and their associated habitats. The Department recommends avoiding stream and riparian habitat to the greatest extent possible. Any unavoidable impacts need to be compensated with the creation and/or restoration of in-kind habitat either on-site or off-site at a minimum 3:1 replacement-to-impact ratio, depending on the Project's impacts and proposed mitigation. Additional mitigation requirements through the Department's Lake and Streambed Alteration Agreement process may be required, depending on the quality of habitat impacted, proposed mitigation, project design, and other factors.</p>	<p>At a Project Development Team (PDT) meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project. As shown in Table 2.15.D, page 2.15-15, and Table 2.15.F, page 2.15-17, and as discussed on pages 2.15-16 and 2.15-25, based on the results of studies, potential impacts to resources subject to CDFW jurisdiction from any of the three proposed Build Alternatives (including Modified Alternative 7, the Preferred Alternative) are expected to be less than 0.1 acre (ac) in all cases. Impacts would occur due to the replacement of a concrete ditch and extension of a concrete pipe. The impacted drainages are concrete lined and void of vegetation; therefore, no potential impacts to riparian vegetation are expected to result from this Project. As specified in Measure WET-1 in Section 2.15.4, page 2.15-33, of the Draft and Final IS/EA, prior to construction, a Section 1602 Streambed Alteration Agreement will be obtained from CDFW. Due to the small area of potential impacts (&lt;0.01 ac of temporary impacts and up to 0.08 ac of permanent impacts) and the lack of riparian vegetation, compensatory mitigation is not anticipated.</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

<b>No.</b>	<b>Comment</b>	<b>Response</b>
<b>S-2-3</b>	<p>The Department recommends submitting a notification early in the project planning process, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <a href="http://www.dfg.ca.gov/habcon/1600/forms.html">http://www.dfg.ca.gov/habcon/1600/forms.html</a>.</p> <p>The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the DEIR to avoid subsequent documentation and project delays:</p> <ol style="list-style-type: none"> <li>1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the project (include an estimate of impact to each habitat type);</li> <li>2) Discussion of avoidance and minimization measures to reduce project impacts; and,</li> <li>3) Discussion of potential mitigation measures necessary to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.</li> </ol>	<p>As specified in Measure WET-1 in Section 2.15.4, page 2.15-33, of the Draft and Final IS/EA, prior to construction, a Section 1602 Streambed Alteration Agreement will be obtained from CDFW. Coordination efforts with CDFW in this regard will be initiated as early in the final design phase of the Project as possible. All required information will be provided.</p>
<b>S-2-4</b>	<p>In the absence of an impact analysis and specific mitigation measures in the DEIR, the Department believes that it cannot fulfill its obligations as a Trustee and Responsible Agency for fish and wildlife resources. Permit negotiations conducted after and outside of the CEQA process are not CEQA-compliant because they deprive the public and agencies of their right to know what project impacts are and how they are being mitigated (CEQA Guidelines Section 15002).</p>	<p>To confirm, for the Interstate 215 (I-215)/Barton Road Interchange Improvement Project, based on the setting, scope of work, and limits, and the results of technical studies performed (which for this Project included a Natural Environment Study [Minimal Impacts] [NES(MI)] with a JD included as an appendix to the NES(MI)), Caltrans as the Project CEQA Lead Agency determined an IS to be the appropriate CEQA Environmental Document. As was indicated in the circulated Draft IS/EA, adopting a Negative Declaration for the Project was intended, subject to comments received on the Draft IS/EA. No comments were received during circulation of the Draft IS/EA that precipitated a need to change the Negative Declaration determination. The Draft and Final IS/EA include discussion of the results of studies of impacts to resources subject to potential CDFW jurisdiction in Section 2.15.3, page 2.15-14, and include Measures WET-1, WET-2, and WET-3 on pages 2.15-33 and 2.15-34. As noted in Response to Comment S-2-2 above, due to the small area of potential impacts (&lt;0.01 ac of temporary impacts and up to</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		0.08 ac of permanent impacts) and the lack of riparian vegetation, compensatory mitigation is not anticipated.
<b>S-2-5</b>	1. A Jurisdictional Delineation of State waters should be included in a subsequent CEQA document and revised to include impacts to concrete channels and mitigation for all impacts to streams and riparian vegetation;	As noted in Response to Comment S-2-2 above, A JD was prepared for the Project which included impacts to concrete channel and riparian vegetation. The discussion in pertinent parts of Sections 2.15.2 and 2.15.3 was based on information from the JD.
<b>S-2-6</b>	<p>2. If the nesting season cannot be avoided and construction or vegetation removal occurs between March 1<sup>st</sup> to September 15<sup>th</sup> (January 1<sup>st</sup> to July 31<sup>st</sup> for raptors), the Permittee should do one of the following to avoid and minimize impacts to nesting birds:</p> <ul style="list-style-type: none"> <li>a. Implement a 300 foot minimum avoidance buffer for all passerine birds and 500 foot minimum avoidance buffer for all raptor species. The breeding habitat/nest site shall be fenced and/or flagged in all directions. The nest site area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project;</li> <li>b. Develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the Department and lead agency for review. The Plan should include detailed methodologies and definitions to enable a Department qualified avian biologist to monitor and implement nest specific buffers based upon the life history of the individual species; species sensitivity to noise, vibration, and general disturbance; individual bird behavior; current site conditions (screening vegetation, topography, <i>et cetera</i>); ambient levels of human activity; the various project-related activities necessary to construct the project, and other features. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to the lead agency and CDFW at the end of each week; and,</li> <li>c. The Permittee may propose an alternative plan for avoidance of nesting birds for the lead agency and CDFW concurrence.</li> </ul>	Measure AS-1 in Section 2.17.4, page 2.17-6, of the Draft and Final IS/EA restricts vegetation clearing to outside the active breeding season (February 15–August 31) for birds unless clearance surveys for active nesting have been conducted by a qualified biologist immediately prior to any clearing of vegetation. This measure also requires that an appropriate roped or flagged buffer (e.g., 250 feet for raptors) where work will not take place be established and monitored. This measure will be submitted to CDFW for concurrence during the Section 1602 Streambed Alteration Agreement. If CDFW requires additional measures regarding nesting birds in conjunction with completing the Section 1602 Agreement, the measures will be implemented during the Project’s final design and construction phases.

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
<b>S-2-7</b>	3. Submittal of a notification of Lake or Streambed Alteration Agreement for impacts to stream channels and vegetation.	As noted in Response to Comment S-2-3 above, a Notification of Lake or Streambed Alteration Agreement will be submitted to CDFW during the final design phase of the Project. Coordination efforts with CDFW in this regard will be initiated as early in the final design phase of the Project as possible. All required information will be provided.
<b>S-2-8</b>	4. The analysis in the CEQA document should satisfy the requirements of the Department's Lake and Streambed Alteration Agreement Program.	As noted in Response to Comment S-2-4 above, Caltrans as the Project CEQA Lead Agency determined an IS to be the appropriate CEQA Environmental Document. As was indicated in the circulated Draft IS/EA, adopting a Negative Declaration for the Project was intended, subject to comments received on the Draft IS/EA. No comments were received during circulation of the Draft IS/EA that precipitated a need to change the Negative Declaration determination. Sections 2.14 (Natural Communities), 2.15 (Wetlands and Other Waters), 2.16 (Plant Species), and 2.17 (Animal Species) of the Draft and Final IS/EA include discussion on the associated aspects of the Project setting and the planned scope of work and Project limits.
<b>U-1: Letter from Southern California Edison</b>		
<b>U-1-1</b>	<p>As stated in the environmental document, "utilities would require relocation under Alternatives 3, 6, and Modified Alternative 7." The proposed project would impact SCE's exclusive easement(s) and/or fee owned property, which may also affect SCE's transmission and distribution facilities. Therefore, the impacts will need to be consented to and addressed by SCE prior to finalizing the plan of development. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:</p> <p>Real Properties Department Southern California Edison Company 2131 Walnut Grove Avenue G.0.3- Second Floor Rosemead, CA 91770</p>	Regarding the potential for the Project to impact Southern California Edison (SCE) facilities, both the Draft and Final IS/EA affirm in the discussion provided in Section 2.4.2.1 that, "...current analysis is based upon preliminary engineering efforts to-date" (which also corresponds to the information provided in Figures 2.4.1, 2.4.2, and 2.4.3). Measures UES-1 and UES-2 in Section 2.4.4, pages 2.4-18 and 2.4-19, of the Draft and Final IS/EA confirm that all necessary coordination with utility providers will occur during the final design phase of the Project. Coordination efforts with SCE in this regard will be initiated as early in the final design phase of the Project as possible. The requested information will be provided.
<b>U-1-2</b>	Please be advised if freeway improvements result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If those environmental consequences are identified and addressed by the local agency in	The considerations identified regarding electrical facilities that operate at or above 50 kilovolts (kV) are recognized and appreciated. As indicated in the discussion for all three Build Alternatives on pages 2.4-17 and 2.4-18 in Section 2.4.2.2 of the Draft and Final IS/EA, based on preliminary engineering efforts to date, the Project may potentially result in the need to relocate some SCE facilities (listed). As stated on page 2.4-3 in Section

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for two years or longer.</p>	<p>2.4.2.1 of both the Draft and Final IS/EA, "If the ultimate utility relocations would create additional environmental impacts beyond those identified in this analysis, then additional environmental analysis would be required." As noted in Response to Comment U-1-1 above, coordination efforts with SCE in this regard will be initiated as early in the final design phase of the Project as possible. The majority of SCE facilities impacted by the Project are distribution lines that operate at less than 50 kV. Based on the preliminary design, one transmission line operating at over 50 kV is planned to have minor impacts, which appear below the 2,000-linear-foot threshold associated with General Order 131-D.</p>
<p><b>P-1: Comment Card from Mary Garrison</b></p>		
<p><b>P-1-1</b></p>	<p>Fine with preferred Alternative No. 7, as long as Newport Bridge will still be rebuilt.</p>	<p>Your comment in support of Modified Alternative 7 being the Preferred Alternative for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs. The Newport Avenue Bridge is being rebuilt as part of the I-215 Bi-County High-Occupancy Vehicle (HOV) Lane Gap Closure Project, currently under construction, and is scheduled to be open in mid-2014, prior to the start of construction of the I-215/Barton Road Interchange Improvement Project.</p>
<p><b>P-2: Comment Card from Bonnie Darwin</b></p>		
<p><b>P-2-1</b></p>	<p>Modified Alternative 7 with roundabout is the very best plan and the most cost effective.</p>	<p>Your comment in support of Modified Alternative 7 being the Preferred Alternative for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project.</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
<b>P-3: Comment Card from Stephanie L. Ornelas</b>		
<b>P-3-1</b>	Would really like to see an adequate carpool lot added to current design plans. If you are projecting future growth of any kind in this area it really does make sense. Thank you for your consideration.	The inclusion of a park-and-ride facility as part of the Project was considered during the project development process. Based on discussions with the park-and-ride facility coordinators at Caltrans and the San Bernardino Associated Governments (SANBAG), there are no plans for any new park-and-ride facilities in the Project area because there is no feasible lease option available in the vicinity of the interchange. The nearest park-and-ride facility is located at 2212 Orange Street in Riverside, just west of the SR-60/SR-91/I-215 interchange. Additionally, in regards to Metrolink lines, the nearest Metrolink Stations are approximately 5 miles away from the I-215/Barton Road interchange (in downtown Riverside, and west of downtown San Bernardino).
<b>P-4: Comment Card from Chris Cappetta</b>		
<b>P-4-1</b>	Would like to discuss property line adjustment on property next door to our building that will be seemingly unused.	Based on a discussion with the commenter at the public hearing for the Project, the building that the commenter refers to is located on Assessor's Parcel Number (APN) 1167-141-11 (Winnelson Wholesale Plumbing, 22070 Commerce Way). As shown in Table 2.3.K, page 2.3-48, and Table 2.3.U, page 2.3-59, in Section 2.3.3 of the Draft and Final IS/EA, Alternative 3 and Modified Alternative 7 (the Preferred Alternative identified for the Project) would potentially require a full acquisition of APN 1167-141-11 and the property "next door," APN 1167-141-10. As shown in Table 2.3.R, page 2.3-56 of the Final IS/EA, Alternative 6 would potentially require a partial acquisition of APNs 1167-141-11 and 1167-141-10. Any properties that may need to be acquired (whether temporarily or permanently- partially or in full) in conjunction with construction of the Project will be addressed during the final design phase of this Project. Questions and/or concerns that come up during the right of way acquisition process are addressed during that process. Upon completion of the Project, if it is determined that any property acquired for the Project is no longer needed for State Highway System requirements and is declared to be excess land, the land will be disposed of in accordance with agency excess land procedures.

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
<b>P-5: Comment Card from Gene E. Carlstrom</b>		
<b>P-5-1</b>	I favor #6, however, I am not too happy about a traffic circle. I've been in business 35 years. Was here when we formed the City 35 years ago and served on Sanbag 2 terms (1988–1996).	Your comment in support of Alternative 6 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs. A roundabout (traffic circle) at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue is included as part of the Preferred Alternative because it allows traffic full access to and from La Crosse Avenue and Barton Road.
<b>P-6: Comment Card from Janese Makshanoff</b>		
<b>P-6-1</b>	When the development is done on Michigan, the traffic will increase a lot. The trucks from the west side of freeway will jam-up the roundabout in both lanes.  Many kids are at the trailer park.	As discussed in Section 2.5.2, page 2.5-1, of the Draft and Final IS/EA, the design horizon year for the proposed Project is 2040. That is, the Project is designed to accommodate future projected traffic volumes through 2040 and still maintain a satisfactory level of service (LOS). LOS is explained in Section 1.2.2.1, page 1-10, and shown on Figure 1.4, page 1-12, of the Draft and Final IS/EA. Design horizon year volumes for a project include growth projections that are pertinent to the location of the project.  As discussed in Section 2.5.2.1, page 2.5-6, of the Draft and Final IS/EA, based on vehicle classification counts, the percentage of trucks at the I-215/Barton Road interchange is 7 percent in the AM peak hour and 4 percent in the PM peak hour. These values were used in the LOS analysis. Truck length and turning radius have also been considered in the layout of the roundabout so that trucks will be able to adequately negotiate various moves through the roundabout. As shown in Table 2.5.W, page 2.5-22, of the Draft and Final IS/EA, the Modified Alternative 7 roundabout would operate at satisfactory LOS in 2040; accordingly, the trucks are not expected to result in additional delays at the roundabout.  As discussed in Section 2.5.3, page 2.5-29, of the Draft and Final IS/EA, all three Build Alternatives include Americans With Disabilities Act (ADA)

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		compliant sidewalks as well as bicycle lanes on Barton Road between Grand Terrace Avenue and Vivienda Avenue, which do not currently exist. All pedestrian/bicycle crossings within the Project limits would be signalized except for the roundabout. Because roundabouts reduce traffic speed for all movements, pedestrian and bicycle safety is improved when compared to a non-signalized intersection. Additional considerations will be given to pedestrian/bicyclist crossings at the roundabout during final design. As a result, the Project may be expected to result in increased safety for pedestrians and bicyclists on Barton Road.
<b>P-7: Comment Card from Donald Brithinee</b>		
<b>P-7-1</b>	Consider relocating “stop” lines at signal which enters Stater Bros. center so that (1) dance studio has crosswalk to center, and (2) eastbound traffic on Barton can enter studio parking lot with a left turn.	All of the Build Alternatives studied for this Project, including Modified Alternative 7, identified as the Preferred Alternative for the Project, include a left-turn pocket for westbound Barton Road to Commerce Way. That turn pocket extends to within approximately 100 feet of the dance studio, which creates difficulty in placing an opposing pocket just east of that location for the dance studio. The details at this location will be examined during final design, but it appears that a conflict (i.e., not enough space) would prevent the addition of a separate turn lane to the dance studio. A crosswalk will be included at the intersection of Barton Road/Commerce Way/Vivienda Avenue (please refer to the dashed lines at this intersection on Figure 1.7 of the Draft and Final IS/EA).
<b>P-8: Comment Card from Mike McConn</b>		
<b>P-8-1</b>	Emergency vet clinic is a very big part of local animal community. Will they be relocated locally?	As indicated in Measure REL-2 in Section 2.3.2.4, page 2.3-65, of the Draft and Final IS/EA, displaced businesses would be relocated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act), as amended in 1987. As discussed in Section 2.3.2.4, pages 2.3-63 and 2.3-64, of the Draft and Final IS/EA, it is anticipated that the veterinary clinic would be able to be relocated within the City of Grand Terrace or the City of Colton. The City of Grand Terrace would prefer to have the veterinary clinic relocated within the city limits.
<b>P-8-2</b>	Your analysis that there are 9 pet clinics in the vicinity of the Emergency Pet Clinic on La Crosse is invalid. Those clinics are not open nights, weekends and holidays. This is an emergency clinic that serves specialized clientele. The nearest emergency pet clinic is off the 60 in Ontario.	The discussion in Section 2.3.2, page 2.3-51, of the Draft and Final IS/EA regarding the nine pet clinics in the vicinity of the Emergency Pet Clinic has been expanded to clarify and reflect hours of operation. The distinction you are highlighting in your comment is appreciated. It is noted that the other clinics are generally open until 6:00 PM, Monday through Friday, and most of them have Saturday hours. Unlike the Animal Emergency Clinic, these

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		<p>other clinics are not open after 6:00 PM on weekdays and are not open 24 hours per day on weekends and holidays. As noted in Response to Comment P-8-1 above, it is anticipated that the veterinary clinic would be able to be relocated within the City of Grand Terrace or the City of Colton. Additionally, as noted in the response to comment P-8-1, the City of Grand Terrace would prefer to have the veterinary clinic relocated within Grand Terrace.</p>
<p><b>P-9: Comment Card from Bobbie K. Forbes</b></p>		
<p><b>P-9-1</b></p>	<p>Change is good and needed, but please do a traffic (truck) survey at night of the trucks that use Lineage Warehouse on Barton Road in Colton next to Grand Terrace. At night there are so many on Barton Road and La Cadena Drive.</p>	<p>As discussed in Section 2.5.2.2, page 2.5-6, of the Draft and Final IS/EA, traffic counts were recorded during the AM. and PM peak hours for passenger cars, two-axle trucks, three-axle trucks, and four-axle trucks. Consistent with City of Grand Terrace, City of Colton, and Caltrans requirements, traffic counts were conducted during peak hours, when traffic congestion on roads is at its highest, in order to analyze whether the proposed Project would accommodate the peak traffic. That is, the truck volumes on Barton Road and La Cadena Drive at night (after the PM peak hour) would not exceed adopted City of Grand Terrace or City of Colton standards for road capacity.</p>
<p><b>P-10: Comment Card from Terry L. Lambert</b></p>		
<p><b>P-10-1</b></p>	<p>Modified Alt. #7 with roundabout is my preferred.</p>	<p>Your comment in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.</p>
<p><b>P-11: Comment Card from Brian Cannell</b></p>		
<p><b>P-11-1</b></p>	<p>Support Mod. Alt. 7: Easy to understand layout, roundabout design for better traffic control.</p>	<p>Your comment in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.
<b>P-12: Comment Card from Bill Darwin</b>		
<b>P-12-1</b>	All the property owners in the industrial area south of Barton Road and west of 215 greatly favor plan #7 with the roundabout. Anything less limits access to this area and greatly diminishes property value.	Your comment in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue, while minimizing right of way impacts and Project costs.
<b>P-13: Comment Card from Judy Harrison</b>		
<b>P-13-1</b>	How many homes/businesses will be gone for this project?	As discussed in Section 2.3.1.3, pages 2.3-47 through 2.3-61, of the Draft and Final IS/EA, Alternative 3 would potentially displace up to 8 residences and 31 businesses, Alternative 6 would potentially displace 2 residences and 19 businesses, and Modified Alternative 7 would potentially displace 2 residences and 21 businesses. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs. The number of displacements as a result of this Project may change based on final design.
<b>P-14: Comment Card from Stephanie Darwin</b>		
<b>P-14-1</b>	Yes on Modified Alternative 7. Roundabout is an excellent plan!!!!	Your comment in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.
<b>P-15: Comment Card from Patricia Flores</b>		
<b>P-15-1</b>	I do not agree with Alternative 7. I don't like the roundabout idea.	Your disagreement with Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.
<b>P-16: Comment Card from Ali Yasin</b>		
<b>P-16-1</b>	Any expansion of existing roadways (Barton Road & Michigan) or closures will <u>severely</u> affect the financial welfare of my business, regardless of right of way. Any taking will inflict a severe financial hardship upon me. Please contact me immediately.	As discussed in Measure REL-1 in Section 2.3.2.4, page 2.3-65, of the Draft and Final IS/EA, all affected property owners will be provided with a copy of the Uniform Act, as amended in 1987. The Uniform Act requires an offer to a property owner for just compensation based on an appraisal of fair market value; this would include analysis of impacts specific to partial acquisition. The right of way acquisition process with the affected property owners will occur during the final design phase of the Project. In addition, if proof of financial hardship as a result of a proposed project is provided during the acquisition process, the property owner may be compensated for financial loss resulting from the proposed project, if such an impact is determined, regardless whether or not property acquisition is required for the affected parcel.
<b>Public Hearing Comment to Court Reporter from Ali Yasin</b>		
<b>PHC-23</b>	MR. YASIN: Okay. What we are seeing now is the co-section (sic) with a lot of trucks coming from Michigan in and out, in and out, in and out, and we have our business more than 50 percent down. Why? Because it's not that much traffic because the traffic of the trucks and all these things behind each other. When you have to be buying gas, when you see the traffic, nobody give you chance to be in or out. It's too hard. Our business is down more than 50 percent.	The statements made for the public record are acknowledged and appreciated. APN 1167-231-11, which contains GT Pit Stop, would be partially acquired under all of the Build Alternatives to allow for the widening and realignment of Barton Road at the new intersection with Commerce Way (refer to Table 2.3.L, page 2.3-49; Table 2.3.R, page 2.3-56; and Table 2.3.V, page 2.3-60, of the Draft and Final IS/EA). APN 1167-141-01, which contains the Shell gas station, would be partially acquired under Modified

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>And now if they thinking about to wide the street Barton Road, already we have our driveway too small. We have diesel -- we have three kinds of gas, and big trucks, they cannot come to do anything now. If they want to take 4 feet or 5 feet from the street from the driveway, how - what do you want to do?</p> <p>And the business situation, we live on just—we are going to close. If we don't own the property a long time ago, we close because it's too hard for us to stay in business. Our businesses, either me or Shell or GT, we are 100 percent taxable, we pay tax more than Stater Brothers Markets because everything in our station is taxable. We have a hard time for traffic in and out and all these things.</p> <p>Just the time is now that we are tired. How if they want to take another 4 feet or 5 feet and just make it worse than before, why they not going to take from the other side, from the school side? School is a big thing and just they don't have no businesses. They don't going to lose nothing. Why they don't widen the street from the other side of Barton Road? Okay. This is for Arco, and the same thing— Do you want me to say the GT?</p> <p>I own the GT, 22115 Barton and Michigan, GT.</p> <p>Okay. We have a mechanic. We have rims. We have tires. We have a lot of things in that corner next to Auto Zone. Lately, the past four or five months when this starting going the construction, we get hurt. We put cones-- if you drive from my station 3 from my business, we put cones in the entrance. We don't let anybody just to go across the business because almost they kill one of our employees because he's too short. It's too tight now. How when they want to make it smaller, they want to be-- it's worse, and we lose a lot of business, a lot of business. And this is the situation.</p> <p>And the trucks for gas or delivery or any of 11 these things, they don't have no chance, and it cost us more money to order gas in</p>	<p>Alternative 7 and Alternative 6. This property would be fully acquired under Alternative 3. Please refer to Tables 2.3.V, 2.3.R, and 2.3.K of the Draft and Final IS/EA. Businesses financially impacted by the proposed Project may be eligible for compensation.</p> <p>As shown in Tables 2.3.V and 2.3.L, partial acquisitions from Grand Terrace Elementary School (APN 0275-232-04) would be necessary for Modified Alternative 7, the Preferred Alternative, and Alternative 3, respectively, to accommodate roadway improvements. Careful consideration of the potential acquisition requirements between the north side and south side of Barton Road has continued through the preliminary engineering efforts for the Project as a whole and in specific regard to designing the alignment of Barton Road. This consideration will continue through completion of the final design phase of the Project.</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>nighttime because not that much traffic. And this is --this our complaint. This is my complaint for the two stations for the two corners.</p>	
<p><b>P-17: Comment Card from Salam Yasin</b></p>		
<p><b>P-17-1</b></p>	<p>GT Pitstop- <u>Any</u> expansion of existing Barton Road or Michigan roadways, or closures will severely affect the financial welfare of my business, regardless of right of way. Any taking will inflict a severe financial hardship upon me. Please contact me immediately.</p>	<p>As discussed in Measure REL-1 in Section 2.3.2.4, page 2.3-65, of the Draft and Final IS/EA, all affected property owners will be provided with a copy of the Uniform Act, as amended in 1987. The Uniform Act requires an offer to a property owner for just compensation based on an appraisal of fair market value; this would include analysis of impacts specific to partial acquisition. The right of way acquisition process with the affected property owners will occur during the final design phase of the Project. In addition, if proof of financial hardship as a result of a proposed project is provided during the acquisition process, the property owner may be compensated for financial loss resulting from the proposed project, if such an impact is determined, regardless whether or not property acquisition is required for the affected parcel.</p>
<p><b>P-18A: Email from Fahim Tanios</b> <b>P-18B: Letter from Fahim Tanios</b></p>		
<p><b>P-18A-1</b> <b>P-18B-1</b></p>	<p>Moving the 215 South entrance will result in a direct loss of business because vehicles will no longer be passing my property in order to get to the freeway.</p>	<p>The letter received from Mr. Fahim Tanios (Comment designation P-18B) contains the same comments as provide by Mr. Fahim Tanios via email (Comment designation P-18A). As the comments made in the email and the letter are the same, the responses provided below address both P-18A and P-18B).</p> <p>As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project’s purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs. For Modified Alternative 7 (Figure 1.7), the ramps would be located in generally the same location as existing; therefore, vehicles headed to and from the ramps would continue to pass by the Shell gas station (APN 1167-141-01) as they do in the existing condition. Alternative 3 (Figure 1.5) would place the northbound on- and off-ramps over the Shell gas station, thereby</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		<p>resulting in the need for a potential full acquisition. Alternative 6 (Figure 1.6) would locate the northbound on- and off-ramps to the east of the Shell station. Vehicles using the northbound on- and off- ramps and headed to destinations east of Michigan Avenue would not pass by the Shell gas station as they would in the existing condition. All other vehicle movements would continue to pass by the Shell gas station similar to the existing condition.</p>
<p><b>P-18A-2</b> <b>P-18B-2</b></p>	<p>By lengthening the median on Barton Road, people heading west on Barton Road will no longer be able to easily enter my property, as they are currently able to simply turn left into my gas station. Further this median will no longer allow my customers to turn left out of my gas station in order to gain access to the 215 North. Essentially this median is going to gravely affect my business, as individual customers and companies with large trucks with whom I have exclusive contracts with will no longer be able to enter and exit my property easily, as a deadlock will be created. Therefore, only customers heading east will be able to directly enter my property.</p> <p>Closing Michigan Street will also decrease my sales, as I have many customers who reside in that direction.</p>	<p>As shown on Figure 1.7, Modified Alternative 7 would extend the median at Barton Road at the Shell gas station, which would prevent westbound vehicles from entering the gas station. In addition, vehicles would not be able to turn left out of the gas station. As shown in Table 2.3.K, page 2.3-48, in Section 2.3 of the Draft and Final IS/EA, the Shell gas station would be potentially fully acquired under Alternative 3. As shown on Figure 1.6 in the Draft and Final IS/EA, Alternative 6 would not extend the median at Barton Road in the vicinity of the Shell gas station and would therefore not prevent vehicles entering and exiting the property. The right of way acquisition process with the affected property owners will occur during the final design phase of the Project. In addition, if proof of financial hardship as a result of a proposed project is provided during the acquisition process, the property owner may be compensated for financial loss resulting from the proposed project, if such an impact is determined, regardless whether or not property acquisition is required for the affected parcel. As shown on Figures 1.6 and 1.7 of the Draft IS/EA and Final IS/EA, Michigan Avenue will no longer directly connect to Barton Avenue. However, potential customers residing south of the realigned Commerce Avenue will still be able to access Barton Road via Commerce Way. As stated in Response to Comment P-18A-3, below, businesses financially impacted by the proposed Project may be eligible for compensation.</p>
<p><b>P-18A-3</b> <b>P-18B-3</b></p>	<p>By encroaching approximately four feet onto the front of my property two of my gas pumps will essentially be rendered non-functional as there will not be sufficient space for vehicles to park while pumping gas.</p>	<p>As shown in Table 2.3.V, page 2.3-60, and Table 2.3.R, page 2.3-56, of the Draft and Final IS/EA, Modified Alternative 7 and Alternative 6, respectively, would require partial acquisition of the gas station. As shown in Table 2.3.K, page 2.3-48, of the Draft and Final IS/EA, the Shell gas station would be fully acquired under Alternative 3. Caltrans and/or SANBAG will coordinate right of way acquisition with the affected property owners during final design. During this process, if it is determined that the partial acquisition would render the gas pumps nonfunctional, the property owner would be financially</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		compensated for damages caused by the loss. If it is determined that the loss of the gas pumps would render the gas station nonoperational, the parcel may be fully acquired with the consent of the owner.
<p><b>P-18A-4</b> <b>P-18B-4</b></p>	<p>As you can see, all four of my businesses, located at the aforementioned address, are going to suffer severely due to this project. Accessibility to my property is going to become greatly hindered, thus it will be much easier for my current customers to go elsewhere with their business. With only one convenient way to enter and exit my property, I estimate that business will go down dramatically. Should you have any questions or need any additional information, I may be contacted via e-mail or at (909) 228-2921.</p>	<p>APN 1167-141-01 currently has two driveways. Under Modified Alternative 7, these driveways would be moved to the east in order to accommodate the new northbound I-215 off-ramp. As stated in Response to Comment P-18A-3, above, businesses financially impacted by the proposed Project may be eligible for compensation.</p>
<p><b>Public Hearing Comment to Court Reporter from Fahim Tanios and Soliamn Hanna</b></p>		
<p><b>PHC-24</b></p>	<p>MR. TANIOS: Right now people can make a left turn into my Shell gas station. They can make a left turn getting into my gas station. With the new construction, they're going to have a raised barrier or something in the middle where people will not be able to make a left turn to my gas station.</p> <p>I have a lot of trucks, like 18-wheeler trucks 16 that comes to get gas at my gas station, and I have delivery trucks who do deliveries, and it's going to be very hard for them to get in and out from my gas station. That way I'm going to lose a lot of business. Besides if the station will be—if the station will be getting smaller in size because of the street widening, then that way too - I'm not going to be able to sell gas.</p> <p>MR. HANNA: Okay. The problem we have because of the trucks, the delivery trucks that when they get in it's hard to get out the way it is right now. So if you take like partial from -- like 4 or 5 feet, whatever, it's going to make it more narrow. So it's really hard to make getting in and out.</p> <p>And also, the tanks is close to the street, very close to the street. So when you take like partial of the station, now it's going to be dangerous also because the tanks are very close, like I told you, to the street. So I don't know. This is going to be a problem.</p>	<p>The statements made for the public record are acknowledged and appreciated. Because the statements by Mr. Fahim Tanios and Mr. Soliamn Hanna are similar to the comments emailed (P-18A) and provided by letter (P-18B) from Mr. Fahim Tanios, references are made to the responses provided to P-18A and P-18B.</p> <p>Please refer to Response to Comment P-18A-2/P-18B-2, above, regarding the left turn into the Shell gas station and truck access.</p> <p>Please refer to Response to Comment P-18A-3/P-18B-3, above, regarding partial acquisition and the gas pumps.</p> <p>Please refer to Response to Comment P-18A-2/P-18B-2, above, regarding financial compensation to impacted businesses.</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>MR. TANIOS: And one time I had a delivery, gas delivery, and the truck was coming out of the gas station, and the fire department give him a warning and say, "You have to deliver the gas at night." So that--that is now. And after they widen the street and they have a barrier in the middle, it's going to be more harder to the delivery trucks to come in and out.</p> <p>MR. HANNA: Also, more money, more expensive to get delivery at night. So –</p> <p>MR. TANIOS: Yeah, it's hard to deliver at night.</p> <p>MR. HANNA: We have like-- we have a Quizno's. So it's a lot of people in and out. So the traffic the way it is right now, it's close to the ramp. It's going to be a lot of problems. It's going to be problems. Right now we have problems, and too many accidents happen right now. You can ask the police. You get the police report, and you can be asking. So it's going to be more dangerous actually because there's a lot of traffic coming. So it's going to be -- it's hard. You know, it's really hard. Especially when you make a median, it's going to be a very-- it's going to be bad for the business.</p> <p>MR. TANIOS: It's going to be killing the business. I'm going to only have one way -- I don't know, but it's going to be only one way for people to come and put gas. I'm losing more traffic. I'm only going to have the night traffic.</p> <p>MR. HANNA: Because we have also the car wash. This is only car wash in the whole city, and this is going to be affected. If it's traffic like that, it will be affected in this business. My business will be down.</p> <p>We spend a lot of money to build this car wash, and I hope it's nothing-- I don't know. It's not going to take any-- if it's not going to take anything from the station, that's fine, but if you're going to take-- but if you're going to take even 4 feet, it's going to be a lot of problem.</p>	

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
	<p>MR. TANIOS: It's really going to affect my business because, you know, in the morning, people-- a lot of people coming in in the middle area and coming into the station. And then when they go back to the freeway, they can go out past through and go to the freeway. That way-- when they change the entrance to the freeway, that will affect my business too. You can add that. With the change in the route to the freeway, it will affect my business too.</p>	
<p><b>P-19: Comment Letter from Kendall B. King</b></p>		
<p><b>P-19-1</b></p>	<p>As property owners of parcels 1167-151-01-000, 1167-161-01-0000, and 1167-161-02-0000, we believe Alternative 6 is the best plan when considering future development of Grand Terrace and San Bernardino County. This alternative provides the most direct access to the Southwest sector of the city (parcels 1167-151-10-000, 1167-171-11-0000, 1167-151-22-0000, 1167-181-12-0000, 1167-151-74-0000, 1167-151-71-0000, and 1167-151-68-0000). The city of Grand Terrace wants retail development in this area. Retailer look for sites with great visibility and easy access. This area already has good visibility from Interstate 215 and Alternative 6 provides the accessibility that retailers are looking for. The other alternatives direct traffic further east along Barton Road</p>	<p>Your comment in support of Alternative 6 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. The commenter's undeveloped properties would be fully acquired under Alternative 6. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project's purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.</p> <p>As shown on Figures 1.5 through 1.7 of the Draft and Final IS/EA, none of the studied Build Alternatives, including the identified Preferred Alternative, would connect directly to De Berry Street in the southwest sector of the City of Grand Terrace; however, all three Build Alternatives would provide access between Michigan Avenue and Barton Road. Neither Modified Alternative 7 nor Alternative 3 precludes the development of the area south of De Berry Street.</p>
<p><b>P-19-2</b></p>	<p>Now that Grand Terrace High school is open and the area is becoming more populated, accessibility to the Southwest sector of the city is very important. With Alternative 6, I-215 commuters would see the retail development and would be able to exit directly to the area. Students and faculty at the school will also be able to easily access the Interstate. Not only does this alternative bring accessibility to the area, but it will also help ease traffic congestion.</p>	<p>The purpose and need developed for the Project does not include increasing the visibility of retail development or providing direct access to new retail development via Commerce Way. Modified Alternative 7, the identified Preferred Alternative, and Alternative 3 provide direct ramp access to Barton Road (see Figures 1.7 and 1.5 in Chapter 1 of this Final IS/EA), which is designated as a Major Highway in the City of Grand Terrace Circulation Element (refer to Section 2.1.2.4, page 2.1-17, of the Draft and Final IS/EA. As discussed in Response to Comment P-19-1, above, Alternative 6 does</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		not provide access to De Berry Street. Access from Grand Terrace High School (via Michigan Avenue) would be the same for all of the Build Alternatives. All of the Build Alternatives would reduce traffic congestion when compared to the No Build Alternative.
<b>P-19-3</b>	I've attached a letter that we received from the City of Grand terrace Community and Economic Development Department in May 2012. This letter further supports our argument for Alternative 6. I hope you take this into consideration when selecting the best proposal for the city.	The attached letter from the City and included figure identify vacant properties north and south of De Berry Street and adjacent to I-215. As discussed in Response to Comment P-19-1, above, none of the Build Alternatives provide direct access to De Berry Street. Potential future improvements in this area, including any with respect to traffic circulation, would be specifically addressed by the City of Grand Terrace. Modified Alternative 7 does not preclude development in this area. As stated in Section 3.2, page 3-10 of the Draft IS/EA, the City of Grand Terrace City Council unanimously identified Modified Alternative 7 as its Locally Preferred Alternative, at the Council's regular meeting on September 10, 2013.
<b>P-20: Comment Card from Barbara Thornhill</b>		
<b>P-20-1</b>	Traffic counts taken before full occupancy of G.T High School Traffic counts taken before State Bros. was fully operational	Grand Terrace High School opened in August 2012. The Stater Brothers Grand Opening was on August 24, 2011. As documented in the <i>Traffic Volume Comparison Memorandum</i> circulated with the Draft IS/EA, traffic counts were collected in February 2009 and again in June 2012, prior to the Grand Terrace High School Opening. A comparison of the traffic volumes revealed that the traffic volumes in 2012 were slightly lower than those collected in 2009. LOS calculated using the 2009 and 2012 traffic volumes were almost identical at the ramp terminus intersections.
<b>P-20-2</b>	Traffic bottleneck on Michigan due to high school/jr. high traffic	The traffic forecasts for future conditions were developed using a regional travel demand model that takes into account expected growth in the area. While specific developments, including high schools, are not explicitly represented in the model, the model does represent the growth that cumulative developments would be expected to create. At the intersection of Barton Road and Michigan Street, the forecast volumes developed using the model show slightly more than a tripling of traffic volumes on Michigan Street (Commerce Way in the future) between existing conditions and 2040. This forecast increase in traffic volume would be expected to adequately represent the traffic volume generated by the high school, as well as other development in the area. As a result, due to all of the specifics noted above, using the 2009 traffic volumes that were collected prior to operation of Grand

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
		Terrace High School does not change the specifically associated with—and based upon, the traffic analyses performed for the Project, discussed in Section 2.5 Traffic and Transportation/Pedestrian and Bicycle Facilities, in both the Draft IS/EA and Final IS/EA.
<b>P-20-3</b>	Stoplight or two-way center turn lane on Michigan to mitigation limited access for Michigan homeowners/businesses	The intersection at Michigan Avenue/Commerce Way would be signalized under all of the Build Alternatives. The existing two-way center lane on Michigan Avenue would remain intact approximately 250 ft south of the intersection of Commerce Way/Michigan Avenue. From that point to the intersection, a two-way center lane would not be provided because of the proposed signal and turn lanes at the intersection. Access to APN 1167-141-02 (Arco) and APN 1167-231-11 (GT Pit Stop) would be provided via Barton Road. Access to residential properties south of the intersection would be the same as the existing condition.
<b>P-21: Comment Card from Alaa Yasin</b>		
<b>P-21-1</b>	The project and the goals the city seeks to achieve have a tremendous impact on the business in which the project will affect by taking/condemning parts of the property. An enormous loss of business will be suffered by closing Michigan Avenue and reducing the property entrance at Barton Rd. Reconsider your proposal.	<p>As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project because it meets the Project’s purpose and need and, when compared overall to the No Build Alternative and the other Build Alternatives, it provides full access at the intersection of Barton Road/I-215 southbound ramps/La Crosse Avenue while minimizing right of way impacts and Project costs.</p> <p>APN 1167-141-02, which contains an Arco gas station, would be partially acquired under Modified Alternative 7 and Alternative 6 and would be fully acquired under Alternative 3 to allow for the widening and realignment of Barton Road (refer to Table 2.3.V, page 2.3-60; Table 2.3.R, page 2.3-56; and Table 2.3.L, page 2.3-49, of the Draft and Final IS/EA). Access from Michigan Avenue south of Barton Road would be provided via Commerce Way for all of the Build Alternatives (Figures 1.5, 1.6, and 1.7 of the Draft and Final IS/EA). Businesses financially impacted by the Project may be eligible for compensation.</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

No.	Comment	Response
<p><b>Public Hearing Comments to Court Reporter</b>                      *NOTE PHC-23 and PHC-24 are included earlier in this table because the commenters also submitted written comments and both sets of comments and public statements were directly related</p>		
<p><b>PHC-22</b></p>	<p>MR. SIERRA: And I would like to state for the record that I and the members of Local 783 are in total support of this project. Anything that Liuna, L-i-u-n-a, Local 783 can do to help SANBAG, Caltrans or any other governmental agency involved with making this project happen, please feel free to call on us.</p>	<p>The statements made for the public record are acknowledged and appreciated. Your statement in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project.</p>
<p><b>PHC-25</b></p>	<p>MS. WILLIAMS: Looking at the interstate, and I've looked at all three of them, the one that I like is the Modified Alternative 7. The roundabout, it leaves the skating rink, and then the two gas stations. So the-- those are businesses that are not interrupted, and so that still leaves that in place.</p> <p>It's-- the Alternative 3, it's just busy for our area. You know, it's just-- it just seems big for our area.</p>	<p>The statements made for the public record are acknowledged and appreciated. Your statement in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project.</p>
<p><b>PHC-26</b></p>	<p>MR. HOWELL: I think the Modified Alternative 7 seems to be the most preferred by a lot of people. It seems to make a lot of sense.</p> <p>I think the roads coming off mingling back up into De Berry area is an unnecessary expense. I definitely favor an on-ramp on Barton heading north, and the rest-- which is in accordance with this alternative, Modified Alternative 7. A roundabout appears to be a good thing. I've seen it in other cities, and it works well.</p> <p>I have thoughts on Barton Road --I mean, down the hill, but that doesn't apply to here. So I would like to see an on-ramp -- on- and off-ramp at Newport, but I think that's probably too close to Barton Road to negotiate safely.</p>	<p>The statements made for the public record are acknowledged and appreciated. Your statement in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project.</p> <p>Construction of ramps from Newport Avenue to I-215 (i.e., converting the Newport Avenue Overcrossing to an interchange) cannot be conducted because it is too close to Barton Road and the Barton Road ramps to I-215; it would result in operational and safety issues and would not be approved by Caltrans or the Federal Highway Administration (FHWA).</p>
<p><b>PHC-27</b></p>	<p>SARA ZAPPE: And I like the Alternative 7, Modified 7. It looks like the most viable with the least changes for the city, and I think the roundabout there will be kind of interesting if people get used to it.</p>	<p>The statements made for the public record are acknowledged and appreciated. Your statement in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project</p>

**Table 3.3 Response to Public Review Comments on the Draft IS/EA (Continued)**

<b>No.</b>	<b>Comment</b>	<b>Response</b>
		formally identified Modified Alternative 7 as the Preferred Alternative for the Project.
<b>PHC-28</b>	DWAYNE ZAPPE: Option Modified 7. No other comments. Just Modified 7.	The statements made for the public record are acknowledged and appreciated. Your statement in support of Modified Alternative 7 for the I-215/Barton Road Interchange Improvement Project is noted for the public record. As discussed in Section 1.6, page 1-54, in Chapter 1 of this Final IS/EA, at a PDT meeting on January 13, 2014, the PDT for this Project formally identified Modified Alternative 7 as the Preferred Alternative for the Project.

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**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard, Suite 100  
West Sacramento, CA 95691  
(916) 373-3715  
Fax (916) 373-5471  
Web Site [www.nahc.ca.gov](http://www.nahc.ca.gov)  
Ds\_nahc@pacbell.net  
e-mail: ds\_nahc@pacbell.net



December 3, 2013

Mr. James Shankel, Environmental Planner

**California Department of Transportation -  
District 8**

464 West 4<sup>th</sup> Street  
San Bernardino, CA 92401

RE: SCH#2013111081; CEQA Notice of Completion;; proposed Negative Declaration for the **“Interstate 215 / Barton Road Interchange Improvement Project;”** located near the cities of Colton and Grand Terrace; San Bernardino County, California

Dear Mr. Shankel:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

S-1-1

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

S-1-2

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.

S-1-3

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

S-1-4

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People... with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies" and Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

S-1-5

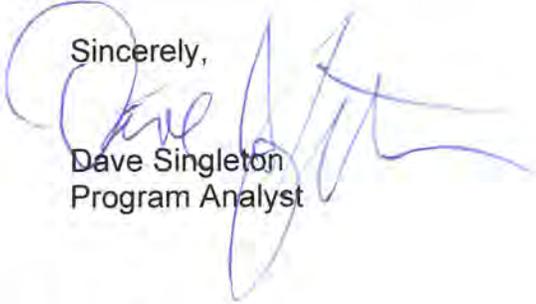
Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

S-1-6

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

  
Dave Singleton  
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts  
San Bernardino County California  
December 3, 2013

S-1

Pechanga Band of Mission Indians  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
**(951) 770-8100**  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

San Manuel Band of Mission Indians  
Carla Rodriguez, Chairwoman  
26569 Community Center Drive Serrano  
Highland , CA 92346  
(909) 864-8933  
(909) 864-3724 - FAX  
(909) 864-3370 Fax

Gabrielino/Tongva San Gabriel Band of Mission  
Anthony Morales, Chairperson  
PO Box 693 Gabrielino Tongva  
San Gabriel , CA 91778  
GTTribalcouncil@aol.com  
(626) 286-1632  
(626) 286-1758 - Home  
(626) 286-1262 -FAX

Gabrielino /Tongva Nation  
Sandonne Goad, Chairperson  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
sgoad@gabrielino-tongva.com  
951-845-0443

Morongo Band of Mission Indians  
William Madrigal, Jr., Cultural Resources Manager  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
**(951) 201-1866 - cell**  
wmadrigal@morongo-nsn.  
gov  
(951) 572-6004 Fax

San Manuel Band of Mission Indians  
Daniel McCarthy, M.S., Director-CRM Dept.  
26569 Community Center. Drive Serrano  
Highland , CA 92346  
(909) 864-8933, Ext 3248  
dmccarthy@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Serrano Nation of Mission Indians  
Goldie Walker, Chairwoman  
P.O. Box 343 Serrano  
Patton , CA 92369  
(909) 528-9027 or  
(909) 528-9032

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013111081; CEQA Notice of Completion; proposed Negative Declaration for the Interstate 215 Barton Road Interchange Improvement Project; located near Colton; San Bernardino County, California.

Ernest H. Siva  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road Serrano  
Banning , CA 92220 Cahuilla  
**siva@dishmail.net**  
(951) 849-4676

SOBOBA BAND OF LUISENO INDIANS  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487 Luiseno  
San Jacinto , CA 92581  
jontiveros@soboba-nsn.gov  
(951) 663-5279  
(951) 654-5544, ext 4137

Gabrielino /Tongva Nation  
Sam Dunlap, Cultural Resources Director  
P.O. Box 86908 Gabrielino Tongva  
Los Angeles , CA 90086  
samdunlap@earthlink.net  
909-262-9351

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013111081; CEQA Notice of Completion; proposed Negative Declaration for the Interstate 215 Barton Road Interchange Improvement Project; located near Colton; San Bernardino County, California.



S-2

December 23, 2013

Mr. James Shankel  
California Department of Transportation  
464 W. 4<sup>th</sup> Street  
San Bernardino, CA 92401

Re: Negative Declaration for the Interstate 215 – Barton Road Interchange Project  
City of Colton, San Bernardino, County, and the City of Grand Terrace, Riverside  
County, State Clearinghouse No. 203111081

Dear Mr. Shankel:

The Department of Fish and Wildlife (Department) appreciates this opportunity to comment on the Negative Declaration (ND) for the Interstate 215 (I-215) – Barton Road Interchange Project. The Department is responding to the NOP as a Trustee Agency for fish and wildlife resources (Fish and Wildlife Code Sections 711.7 and 1802 and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (LSAA) (California Fish and Wildlife Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Wildlife Code Sections 2080 and 2080.1).

#### Project Location and Description

The project is located partly in the City of Colton and the City of Grand Terrace in Riverside and San Bernardino counties. The California Department of Transportation (CALTRANS) is the Lead Agency and is proposing improvements to the Interstate 215 (I-215) and Barton Road interchange. Construction limits extend 0.3 miles west of the interchange to 0.4 miles east of the interchange. The improvements on Barton Road extend 0.7 miles south to 0.4 miles north. This Project replaces the existing Barton Road interchange.

#### Lake and Streambed Alteration Program

The Department is responsible for assessing and evaluating impacts to jurisdictional waters, typically accomplished through reviewing jurisdictional delineation (JD) reports, supporting information, and conducting site visits. A JD was included with the ND. Following review of a JD, the Department may request changes to the JD. The Department may also recommend that additional project avoidance and/or minimization measures be incorporated, or request additional mitigation for project-related impacts to jurisdictional areas. The Department's criteria for determining the presence of jurisdictional waters are broader than the MSHCP criteria in Section 6.12.

The Project area includes two earthen channels and five concrete-lined channels, including the Riverside Canal, Highgrove Channel, and Gage Canal. The two earthen channels contain native vegetation. No mitigation is provided for impacts to these streams. Additionally, page 41 of the MND states that the Department generally does not regulate impacts to concrete channels. Title 14, Section 720 of the California Code of Regulations states that: For the purpose of implementing Sections 1601 and 1603 of the Fish and Game Code requires submission to the department of general plans sufficient to indicate the nature of a project for construction by or on behalf of any person, governmental agency, state or local, and any public utility, of any project which will divert, obstruct or change the natural flow or bed of any river, stream or lake designated by the department, or will use material from the streambeds designated by the Department, all rivers, streams, lakes, and streambeds in the State of California, including all rivers, streams and streambeds which may have intermittent flows of water, are hereby designated for such purpose. The Department may assert jurisdiction over concrete channels. Therefore, the JD should be adjusted to incorporate impacts to concrete channels, as well as impacts to and mitigation for riparian vegetation.

S-2-1

The Department is concerned about continuing loss of jurisdictional waters of the State, the encroachment of development into floodplains, and the elimination of ephemeral, intermittent, and perennial streams, channelized streams, lakes, and their associated habitats. The Department recommends avoiding stream and riparian habitat to the greatest extent possible. Any unavoidable impacts need to be compensated with the creation and/or restoration of in-kind habitat either on-site or off-site at a minimum 3:1 replacement-to-impact ratio, depending on the Project's impacts and proposed mitigation. Additional mitigation requirements through the Department's Lake and Streambed Alteration Agreement process may be required, depending on the quality of habitat impacted, proposed mitigation, project design, and other factors.

S-2-2

The Department recommends submitting a notification early in the project planning process, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <http://www.dfg.ca.gov/habcon/1600/forms.html>.

The following information will be required for the processing of a Notification of Lake or Streambed Alteration and the Department recommends incorporating this information into the DEIR to avoid subsequent documentation and project delays:

S-2-3

- 1) Delineation of lakes, streams, and associated habitat that will be temporarily and/or permanently impacted by the project (include an estimate of impact to each habitat type);
- 2) Discussion of avoidance and minimization measures to reduce project impacts; and,
- 3) Discussion of potential mitigation measures necessary to reduce the project impacts to a level of insignificance. Please refer to section 15370 of the CEQA Guidelines for the definition of mitigation.

In the absence of an impact analysis and specific mitigation measures in the DEIR, the Department believes that it cannot fulfill its obligations as a Trustee and Responsible Agency for fish and wildlife resources. Permit negotiations conducted after and outside of the CEQA process are not CEQA-compliant because they deprive the public and agencies of their right to know what project impacts are and how they are being mitigated (CEQA Guidelines Section 15002).

S-2-4

Department Recommendations

1. A Jurisdictional Delineation of State waters should be included in a subsequent CEQA document and revised to include impacts to concrete channels and mitigation for all impacts to streams and riparian vegetation; S-2-5
  
2. If the nesting season cannot be avoided and construction or vegetation removal occurs between March 1<sup>st</sup> to September 15<sup>th</sup> (January 1<sup>st</sup> to July 31<sup>st</sup> for raptors), the Permittee should do one of the following to avoid and minimize impacts to nesting birds:
  - a. Implement a 300 foot minimum avoidance buffer for all passerine birds and 500 foot minimum avoidance buffer for all raptor species. The breeding habitat/nest site shall be fenced and/or flagged in all directions. The nest site area shall not be disturbed until the nest becomes inactive, the young have fledged, the young are no longer being fed by the parents, the young have left the area, and the young will no longer be impacted by the project; S-2-6
  - b. Develop a project specific Nesting Bird Management Plan. The site-specific nest protection plan shall be submitted to the Department and lead agency for review. The Plan should include detailed methodologies and definitions to enable a Department qualified avian biologist to monitor and implement nest-specific buffers based upon the life history of the individual species; species sensitivity to noise, vibration, and general disturbance; individual bird behavior; current site conditions (screening vegetation, topography, *et cetera*); ambient levels of human activity; the various project-related activities necessary to construct the project, and other features. This Nesting Bird Management Plan shall be supported by a Nest Log which tracks each nest and its outcome. The Nest Log will be submitted to the lead agency and CDFW at the end of each week; and,
  - c. The Permittee may propose an alternative plan for avoidance of nesting birds for the lead agency and CDFW concurrence.
  
3. Submittal of a notification of Lake or Streambed Alteration Agreement for impacts to stream channels and vegetation. S-2-7
  
4. The analysis in the CEQA document should satisfy the requirements of the Department's Lake and Streambed Alteration Agreement Program. S-2-8

Thank you for this opportunity to comment. Please contact Robin Maloney-Rames at (909) 980-3818, if you have any questions regarding this letter.

Sincerely,



Jeff Brandt  
Senior Environmental Scientist

cc: State Clearinghouse, Sacramento

December 30, 2013

James Shankel  
California Department of Transportation, District 8  
Division of Environmental Planning  
464 W. Fourth Street, 6<sup>th</sup> Floor Mail Station 847  
San Bernardino, CA 92401

Re: Interstate 215/Barton Road Interchange Improvement Project

Southern California Edison (SCE) appreciates the opportunity to provide comments on the Proposed Negative Declaration/Environmental Assessment for the Interstate 215/Barton Road Interchange Improvement Project.

SCE's right-of-ways and fee-owned properties are purchased for the exclusive use of SCE to operate and maintain its present and future facilities. Any proposed use will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the plans provided by Caltrans, or authorized designee, and compatibility with SCE right-of-way constraints and rights.

As stated in the environmental document, "utilities would require relocation under Alternatives 3, 6, and Modified Alternative 7." The proposed project would impact SCE's exclusive easement(s) and/or fee owned property, which may also affect SCE's transmission and distribution facilities. Therefore, the impacts will need to be consented to and addressed by SCE prior to finalizing the plan of development. Please forward five (5) sets of plans depicting SCE's facilities and associated land rights to the following location:

Real Properties Department  
Southern California Edison Company  
2131 Walnut Grove Avenue  
G.O.3 – Second Floor  
Rosemead, CA 91770

Please be advised if freeway improvements result in the need to build new or relocate existing SCE electrical facilities that operate at or above 50 kV, the SCE construction may have environmental consequences subject to CEQA review as required by the California Public Utilities Commission (CPUC). If those environmental consequences are identified and addressed by the local agency in the CEQA process for the larger project, SCE may not be required to pursue a later, separate, mandatory CEQA review through the CPUC's General Order 131-D process. If the SCE facilities are not adequately addressed in the CEQA review for the larger project, and the new facilities could result in significant environmental impacts, the required additional CEQA review at the CPUC could delay approval of the SCE power line portion of the project for two years or longer.

Once again, we appreciate the opportunity to comment on the project. If you have any questions regarding this letter, please do not hesitate to contact me at [Linda.Ortiz@sce.com](mailto:Linda.Ortiz@sce.com) or (909) 307-6726.

Sincerely,



Linda La Pierre Ortiz  
Local Public Affairs Region Manager  
Southern California Edison Company

U-1-1

U-1-2

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: Mary Garrison Phone: (909) 825-8265 Date: 12/12/13  
 Address: 22111 Newport Ave. #179 GT, CA. 92313  
 Affiliation: resident Email: mis4mary2@aol.com  
 Comments: Fine w/ Preferred Alternative #7, as long as Newport Bridge will still be rebuilt.

P-1

P-1-1



Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? mail & local paper
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: BONNIE DARWIN Phone: (909) 783-2745 Date: 12-12-13  
 Address: 11810 HONEY DRIVE GRAND TERRACE CA. 92313  
 Affiliation: Reporter owner Email: bdarwin2@sbcglobal.net  
 Comments: MODIFIED ALTERNATIVE 7 WITH ROUND-ABOUT IS THE VERY BEST PLAN AND THE MOST COST EFFECTIVE.

P-2

P-2-1



Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project?
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: STEPHANIE L. ORNELAS Phone: (909) 825-3024 Date: 12-11-13

Address: 3520 E. WASHINGTON ST. COLTON, CA 92324

Affiliation: CHAMBER MEMBER - MONTECITO CEMETERY Email: STEPHANIE.ORNELAS@DIGITYMEMORIAL.COM

Comments: \_\_\_\_\_

-would really like to see an adequate carpool lot added to current design plans. IF you are projecting future growth of any kind in this area it really does make sense.  
Thank you for your consideration.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? CHAMBER
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

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P-3-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: CHRIS CAPPETTA Phone: (909) 825-9466 Date: 12-12-13

Address: 22070 COMMERCE WAY GRAND TERRACE CA 92313

Affiliation: RIVERSIDE WINNELSON CO. Email: CJCAPPETTA@WINNELSON.COM

Comments: \_\_\_\_\_

WOULD LIKE TO DISCUSS PROPERTY LINE & ADJUSTMENT ON PROPERTY NEXT DOOR TO OUR BUILDING THAT WILL BE SEEMINGLY UN-USED.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? FLYER
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

P-4

P-4-1

0  
78  
82  
13  
12

**Interstate 215/Barton Road Interchange Improvement Project**  
December 12, 2013 • Grand Terrace Civic Center Community Room **COMMENT CARD**

Name: Gene E. Carlstrom Phone: 951 202 3928 Date: 12/12/13

Address: 12139 Mt Vernon Ave

Affiliation: TERRA HOMA REAL ESTATE Email: TRLM@AOL.COM

Comments: I favor #6 however I am not too happy about a traffic circle. I've been in business 35 years. Was here when we formed the City 35 years ago and served on San Jac 2 terms. 1988 1996.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**  I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? flyer
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

P-5

P-5-1

**Interstate 215/Barton Road Interchange Improvement Project**  
December 12, 2013 • Grand Terrace Civic Center Community Room **COMMENT CARD**

Name: Janese Makshanoff Phone: (909) 831-1989 Date: 12/12/13

Address: 21816 Vivienda Ave Grand Terrace, CA.

Affiliation: \_\_\_\_\_ Email: MVCAJUNK@aol.com

Comments: When the development is done on Michigan, the traffic will increase alot. The trucks from the west side of Hwy will jam up the round about in both lanes. Many kids are at the trailer park.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**  I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? City Council Meeting
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

P-6

P-6-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: Donald Brithinee Phone: (909) 720-8341 Date: 12/12/13

Address: 23286 Westwood St., G.T. 92313

Affiliation: Owner of dance studio on Barton Email: Don@Brithinee.com

Comments: Consider re-locating "stop" lines at signal which enters Stater Bros. Center so that (1) - dance studio has cross-walk to center and (2) - eastbound traffic on Barton can enter studio parking lot with a left turn.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? \_\_\_\_\_
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
  - Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
  - Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

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P-7-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: Mike McConn Phone: ( ) \_\_\_\_\_ Date: 12/12/13

Address: Reche Canyon & Grand Terrace

Affiliation: \_\_\_\_\_ Email: mimcconn@aol.com

Comments: Emergency Vet clinic is a very big part of local animal community. Will they be re-located locally?

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? Caltrans website
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
  - Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
  - Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

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P-8-1

# Interstate 215/Barton Road Interchange Improvement Project

December 12, 2013 • Grand Terrace Civic Center Community Room

COMMENT CARD

Name: MLMcConn Phone: ( ) Date: 12/12/13

Address: \_\_\_\_\_

Affiliation: \_\_\_\_\_ Email: ~~McConn~~ MLMcConn@aol.com

Comments: Your analysis that there are 9 pet clinics in the vicinity of the Emergency Pet Clinic on Lakeshore is invalid. Most clinics are not open on nights, weekends & holidays. This is an emergency clinic that serves specialized clientele. ~~The Island~~ emergency pet clinic is off the 60 in Ontario.

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.  I request to be on the Project Mailing List.

### Meeting Accommodations:

- How did you hear about this open forum public hearing or project? \_\_\_\_\_
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

P-8

P-8-2

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: Bobbie K Forbes Phone: (919) 783 8888 Date: 12/12/13

Address: 11850 BURNS AVE GT 92313

Affiliation: Resident Local Realtor Email: gtc1tr@yahoo.com

Comments: change is good + needed  
BUT please do a traffic (TRUCK) survey at night  
of the trucks that use LINEAGE WAREHOUSE on  
Barton Rd in Colton next to Grand Terrace. At night  
there are so many on Barton Rd + LaCadena Drive

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? city council newspaper, chamber of
- If you are limited in your ability to communicate in English, were your communication needs adequately met? Com merce  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

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P-9-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: TERRY L. LAMBERT Phone: (909) 783-1394 Date: 12-12-13

Address: 12190 LA CROSSE AVE G.T.

Affiliation: BLUE MT. COLLISION CTR Email: BMPCL@SBCGLOBAL.NET

Comments: MODIFIED ALT. #7 WITH ROUND-ABOUT IS MY PREFERENCE

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? E-mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

P-10

P-10-1

# Interstate 215/Barton Road Interchange Improvement Project

December 12, 2013 • Grand Terrace Civic Center Community Room

COMMENT CARD

Name: Brian Cannell Phone: (509) 315-6526 Date: 12/12/13

Address: 22111 Newport Ave., space # 181 Grand Terrace, CA 92313

Affiliation: \_\_\_\_\_ Email: briancannell151@yahoo.com

Comments: Support Mod. Alt. 7 : Easy to understand layout; roundabout design for better traffic control



Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.

I request to be on the Project Mailing List.

### Meeting Accommodations:

- How did you hear about this open forum public hearing or project? \_\_\_\_\_
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

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P-11-1

# Interstate 215/Barton Road Interchange Improvement Project

December 12, 2013 • Grand Terrace Civic Center Community Room

COMMENT CARD

Name: BILL DARWIN Phone: (909) 815-6661 Date: 12/12/13

Address: 11810 HONEY HILL DR

Affiliation: LICENSED REAL ESTATE BROKER Email: BDARWIN2@SIBC GLOBAL.MKT

Comments: ALL THE PROPERTY OWNERS IN THE INDUSTRIAL AREA SOUTH OF BARTON RD. AND WEST OF 215 GREATLY FAVOR PLAN #7 WITH THE ROUND ABOUT, ANYTHING LESS LIMITS ACCESS TO THIS AREA AND GREATLY DIMINISHES PROPERTY VALUE

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.

I request to be on the Project Mailing List.

### Meeting Accommodations:

- How did you hear about this open forum public hearing or project? WORD OF MOUTH & NEWSPAPER
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

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P-12-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: JUDY HARRISON Phone: (909) 514-0122 Date: 12/12

Address: 21951 Grand Terrace, G.T 92313

Affiliation: \_\_\_\_\_ Email: \_\_\_\_\_

Comments: How many Homes, Business will be gone? For this project



Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? \_\_\_\_\_
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
  - Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
  - Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future: \_\_\_\_\_

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

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P-13-1

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: STEPHANIE DARWIN Phone: (951) 990 6635 Date: 12-12-13

Address: 12523 ORIOLE AVE GRAND TERRACE CA. 92313

Affiliation: DARCREST INC. - LICENSED REAL ESTATE BROKER Email: Stephaniedarwin@aol.com

Comments: YES ON MODIFIED ALTERNATIVE 7. ROUND-ABOUT IS AN EXCELLENT PLAN!!!!



Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? GT CHAMBER
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
  - Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
  - Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future: \_\_\_\_\_

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

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P-14-1

# Interstate 215/Barton Road Interchange Improvement Project

December 12, 2013 • Grand Terrace Civic Center Community Room

COMMENT CARD

Name: Patricia Flores Phone: (707) 824-0720 Date: 12-12-13

Address: 21958 Vivanda Ave.

Affiliation: City Resident Email: Momma Flores@aol.com

Comments: I do not agree with alternative 7, I don't like the roundabout idea.

*Patricia*

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.

I request to be on the Project Mailing List.

### Meeting Accommodations:

- How did you hear about this open forum public hearing or project? Mail - received letter ( flyer )
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

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P-15-1

### Interstate 215/Barton Road Interchange Improvement Project

December 12, 2013 • Grand Terrace Civic Center Community Room

### COMMENT CARD

Name: ALI YASIN Phone: (951) 232.1606 Date: 12.22.13

Address: 22087 BARTON RD., GRAND TERRACE, CA 92313

Affiliation: OWNER Email: N/A

Comments: ANY EXPANSION OF EXISTING ROADWAYS (BARTON ROAD & MICHIGAN) OR CLOSURES WILL SEVERELY AFFECT THE FINANCIAL WELFARE OF MY BUSINESS, REGARDLESS OF RIGHT-OF-WAY. ANY TAKING WILL INFLICT A SEVERE FINANCIAL HANDSHIP UPON ME. PLEASE CONTACT ME IMMEDIATELY.

P-16-1

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.

I request to be on the Project Mailing List.

#### Meeting Accommodations

- How do you prefer to receive information about the project?
  - via email
  - via phone
  - Not Applicable
- If you are unable to attend the meeting, would you like to receive materials in an alternative format?
  - Yes
  - No
  - Not Applicable
- If you checked "No" to either question above, please explain below how your needs would be better met in the future.

NO ARABIC INTERPRETATION PROVIDED.

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: SALAM YASIN Phone: (951) 232.1606 Date: 12.22.13

Address: 22115 BARTON RD., GRAND TERRACE, CA, 92315

Affiliation: OWNER Email: N/A

Comments: GT PITSTOP- ANY EXPANSION OF EXISTING BARTON ROAD OR MICHIGAN ROADWAYS, OR CLOSURES WILL SEVERELY AFFECT THE FINANCIAL WELFARE OF MY BUSINESS, REGARDLESS OF RIGHT-OF-WAY. ANY TAKING WILL INFLECT A SEVERE FINANCIAL BURDEN UPON ME. PLEASE CONTACT ME IMMEDIATELY.

P-17-1

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

Comments are due by December 30, 2013.

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- a. Have you heard about this open forum public hearing of project?
- a. If you are limited in your ability to communicate in English, were your communication needs adequately met?  Yes  No  Not Applicable
- a. If you were in need of a reasonable accommodation of the meeting as a result of a disability, were your accommodation needs adequately met?  Yes  No  Not Applicable
- a. If you checked No to either of the two questions above, please explain below how your needs could be better met in the future.

NO ARABIC INTERPRETATION FURNISHED.

To accommodate persons with disabilities, this card will be made available in alternate formats upon request.

**From:** Fahim Tanios [fahimtanios@hotmail.com]  
**Sent:** Friday, December 27, 2013 10:05 PM  
**To:** Shankel, James A@DOT  
**Subject:** Concerns Regarding My Business: 215/Barton Rd. Interchange Improvement Project

Hello Mr. Shankel,

My name is Fahim Tanios and I am the owner of the Shell Gas Station located at 22045 Barton Road, Grand Terrace, located on the corner of the 215 Freeway and Barton Road. The property also contains a Circle K convenient store, a fast food restaurant, and a Car Wash. I am writing to express my concerns regarding the Interstate 215/ Barton Road Improvement Project. I have reviewed the plan carefully and have found that it will adversely affect my business in the following ways:

- Moving the 215 South entrance will result in a direct loss of business because vehicles will no longer be passing my property in order to get to the freeway. P-18A-1
- By lengthening the median on Barton Road, people heading west on Barton Road will no longer be able to easily enter my property, as they are currently able to simply turn left into my gas station. Further this median will no longer allow my customers to turn left out of my gas station in order to gain access to the 215 North. Essentially this median is going to gravely affect my business, as individual customers and companies with large trucks with whom I have exclusive contracts with will no longer be able to enter and exit my property easily, as a deadlock will be created. Therefore, only customers heading east will be able to directly enter my property. P-18A-2
- Closing Michigan Street will also decrease my sales, as I have many customers who reside in that direction.
- By encroaching approximately four feet onto the front of my property two of my gas pumps will essentially be rendered non-functional as there will not be sufficient space for vehicles to park while pumping gas. P-18A-3

As you can see, all four of my businesses, located at the aforementioned address, are going to suffer severely due to this project. Accessibility to my property is going to become greatly hindered, thus it will be much easier for my current customers to go elsewhere with their business. With only one convenient way to enter and exit my property, I estimate that business will go down dramatically. Should you have any questions or need any additional information I may be contacted via email or at (909) 228-2921. P-18A-4

Sincerely,

Fahim

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: FAHIM TANIOS Phone: (909) 228-2921 Date: 12/28/13

Address: 22045 Barton Rd, Grand Terrace CA 92313

Affiliation: Kermina Marketplace, Inc. Email: fahimtanios@hotmail.com  
fahimtanios@hotmail.com

Comments: Please See attached

*Comments*

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? By mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future.

*To accommodate persons with disabilities this card will be made available in alternate formats upon request.*

## Concerns Regarding My Business: 215/Barton Rd. Interchange Improvement Project

From: **Fahim Tanios** (fahimtaniost@hotmail.com)  
Sent: Fri 12/27/13 10:04 PM  
To: james.shankel@dot.ca.gov (james.shankel@dot.ca.gov)

Hello Mr. Shankel,

My name is Fahim Tanios and I am the owner of the Shell Gas Station located at 22045 Barton Road, Grand Terrace, located on the corner of the 215 Freeway and Barton Road. The property also contains a Circle K convenient store, a fast food restaurant, and a Car Wash. I am writing to express my concerns regarding the Interstate 215/ Barton Road Improvement Project. I have reviewed the plan carefully and have found that it will adversely affect my business in the following ways:

- Moving the 215 South entrance will result in a direct loss of business because vehicles will no longer be passing my property in order to get to the freeway.
- By lengthening the median on Barton Road, people heading west on Barton Road will no longer be able to easily enter my property, as they are currently able to simply turn left into my gas station. Further this median will no longer allow my customers to turn left out of my gas station in order to gain access to the 215 North. Essentially this median is going to gravely affect my business, as individual customers and companies with large trucks with whom I have exclusive contracts with will no longer be able to enter and exit my property easily, as a deadlock will be created. Therefore, only customers heading east will be able to directly enter my property.
- Closing Michigan Street will also decrease my sales, as I have many customers who reside in that direction.
- By encroaching approximately four feet onto the front of my property two of my gas pumps will essentially be rendered non-functional as there will not be sufficient space for vehicles to park while pumping gas.

P-18B-1

P-18B-2

P-18B-3

As you can see, all four of my businesses, located at the aforementioned address, are going to suffer severely due to this project. Accessibility to my property is going to become greatly hindered, thus it will be much easier for my current customers to go elsewhere with their business. With only one convenient way to enter and exit my property, I estimate that business will go down dramatically. Should you have any questions or need any additional information I may be contacted via email or at (909) 228-2921.

P-18B-4

Outlook Print Message

Page 2 of 2

Sincerely,

Fahim

**Shankel, James A@DOT**

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**From:** Kendall King [kking@georgiacapital.com]  
**Sent:** Friday, December 27, 2013 6:27 AM  
**To:** Shankel, James A@DOT  
**Cc:** Mary Brown (MBrown@sanbag.ca.gov); Whit Marshall  
**Subject:** RE: Alternative 6  
**Attachments:** Grand Terrace I-215 Proposal.pdf; RFQ\_SWArea\_Packet.pdf

Mr. Shankel,

Attached you will find Georgia Capital's argument for SANBAG selecting Alternative 6. I have also attached a letter we received from the City of Grand Terrace that supports our argument. Please let me know if you have any questions. Happy holidays.

Thank you,

Kendall King  
Georgia Capital, LLC  
3525 Piedmont Road  
6 Piedmont Center, Suite 305  
Atlanta, Georgia 30305  
[kking@georgiacapital.com](mailto:kking@georgiacapital.com)  
(404) 256-3006 Office  
(919) 605-6405 Cell  
(404) 256-3011 Fax  
<http://georgiacapital.com>

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**From:** Mary Brown [<mailto:MBrown@sanbag.ca.gov>]  
**Sent:** Monday, December 23, 2013 2:34 PM  
**To:** Kendall King  
**Cc:** [james.shankel@dot.ca.gov](mailto:james.shankel@dot.ca.gov)  
**Subject:** FW: Alternative 6

Kendall,

To assure that the comments are included in the Public Response, please forward to James Shankel. He is copied on this email.

Mary Brown  
San Bernardino Associated Governments (SANBAG)  
1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410  
Phone: 909 884 8276 X147  
Cell: 626 260 1796

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**From:** Kendall King [<mailto:kking@georgiacapital.com>]  
**Sent:** Friday, December 20, 2013 2:30 PM  
**To:** Mary Brown  
**Cc:** Whit Marshall  
**Subject:** Alternative 6

Mary,

Attached you will find Georgia Capital's argument for SANBAG selecting Alternative 6. I have also attached a letter we received from the City of Grand Terrace that supports our argument. Please let me know if you have any questions. Happy holidays.

Thank you,

Kendall King  
Georgia Capital, LLC  
3525 Piedmont Road  
6 Piedmont Center, Suite 305  
Atlanta, Georgia 30305  
[kking@georgiacapital.com](mailto:kking@georgiacapital.com)  
(404) 256-3006 Office  
(919) 605-6405 Cell  
(404) 256-3011 Fax  
<http://georgiacapital.com>

December 20<sup>th</sup>, 2013

San Bernardino Associated Governments (SANBAG),

As property owners of parcels 1167-151-01-0000, 1167-161-01-0000, and 1167-161-02-0000, we believe Alternative 6 is the best plan when considering future development of Grand Terrace and San Bernardino County. This alternative provides the most direct access to the Southwest sector of the city (parcels 1167-151-10-0000, 1167-171-11-0000, 1167-151-22-0000, 1167-181-12-0000, 1167-151-74-0000, 1167-151-71-0000, and 1167-151-68-0000). The city of Grand Terrace wants retail development in this area. Retailers look for sites with great visibility and easy access. This area already has good visibility from Interstate 215 and Alternative 6 provides the accessibility that retailers are looking for. The other alternatives direct traffic further east along Barton Road.

P-19-1

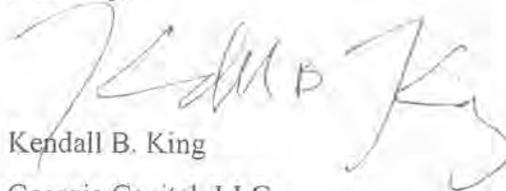
Now that Grand Terrace High school is open and the area is becoming more populated, accessibility to the Southwest sector of the city is very important. With Alternative 6, I-215 commuters would see the retail development and would be able to exit directly to the area. Students and faculty at the school will also be able to easily access the Interstate. Not only does this alternative bring accessibility to the area, but it will also help ease traffic congestion.

P-19-2

I've attached a letter that we received from the City of Grand terrace Community and Economic Development Department in May 2012. This letter further supports our argument for Alternative 6. I hope you take this into consideration when selecting the best proposal for the city.

P-19-3

Sincerely,



Kendall B. King  
Georgia Capital, LLC

# P-19 - Comment Attachment



May 23, 2012

The City of Grand Terrace, acting as the Successor Agency to the former Redevelopment Agency, is seeking a development partner(s) to develop an area in the southwest sector of our City that is largely unimproved. Grand Terrace is a small, close-knit community of approximately 12,000 people and is commercially under-served. Many community members travel outside the City for their purchases, dining, and entertainment. Our hope is to both correct that by providing more services locally and to attract customers through the freeway visibility of this site. The City Council is pro-business and is actively seeking new retail development.

A map of the area is enclosed, which identifies the parcels owned by the Successor Agency, comprising about 53 acres of the approximately 85 acre area. Also enclosed are the tenant and developer opportunity sites we are actively promoting, and this subject site is the first shown. The project site area has extensive freeway frontage on the south side of the Barton Road interchange. The interchange is scheduled for reconstruction in 2014 and is a fully funded project. Currently, the draft environmental document is close to completion and is expected to be available for public comment in July 2012. CalTrans will design the improvements concurrently with completion of the final environmental document. Barton Road is also a main thoroughfare to Loma Linda, Colton and San Bernardino, which will be heavily used over the next several years due to freeway construction.

The City has recently undertaken a hydrology and drainage study to design and construct public improvements that will allow more feasible development in this area. Including a private development partner as this process moves forward would create better efficiency in designing both public and private improvements.

If this project or any other parcel interests your company, please send a letter of interest to me, along with information describing your qualifications. We intend to first review the qualifications of interested developers, then request development proposals from those qualified, ready to proceed, and able to obtain financing.

# P-19 - Comment Attachment

In your response, please include the following items:

1. Firm's qualifications and list of similar projects.
2. Project team and individual qualifications (resumes).
3. A statement that financial assistance from the City will not be required or requested.
4. Five references, including a financial institution that can attest to the firm's financial capacity.

Four copies of the response are due by June 25, 2012 at 5:00 p.m. Please mail to:

Joyce Powers  
City of Grand Terrace  
22795 Barton Road  
Grand Terrace, CA 92313

The City will review the responses in consideration of the following criteria:

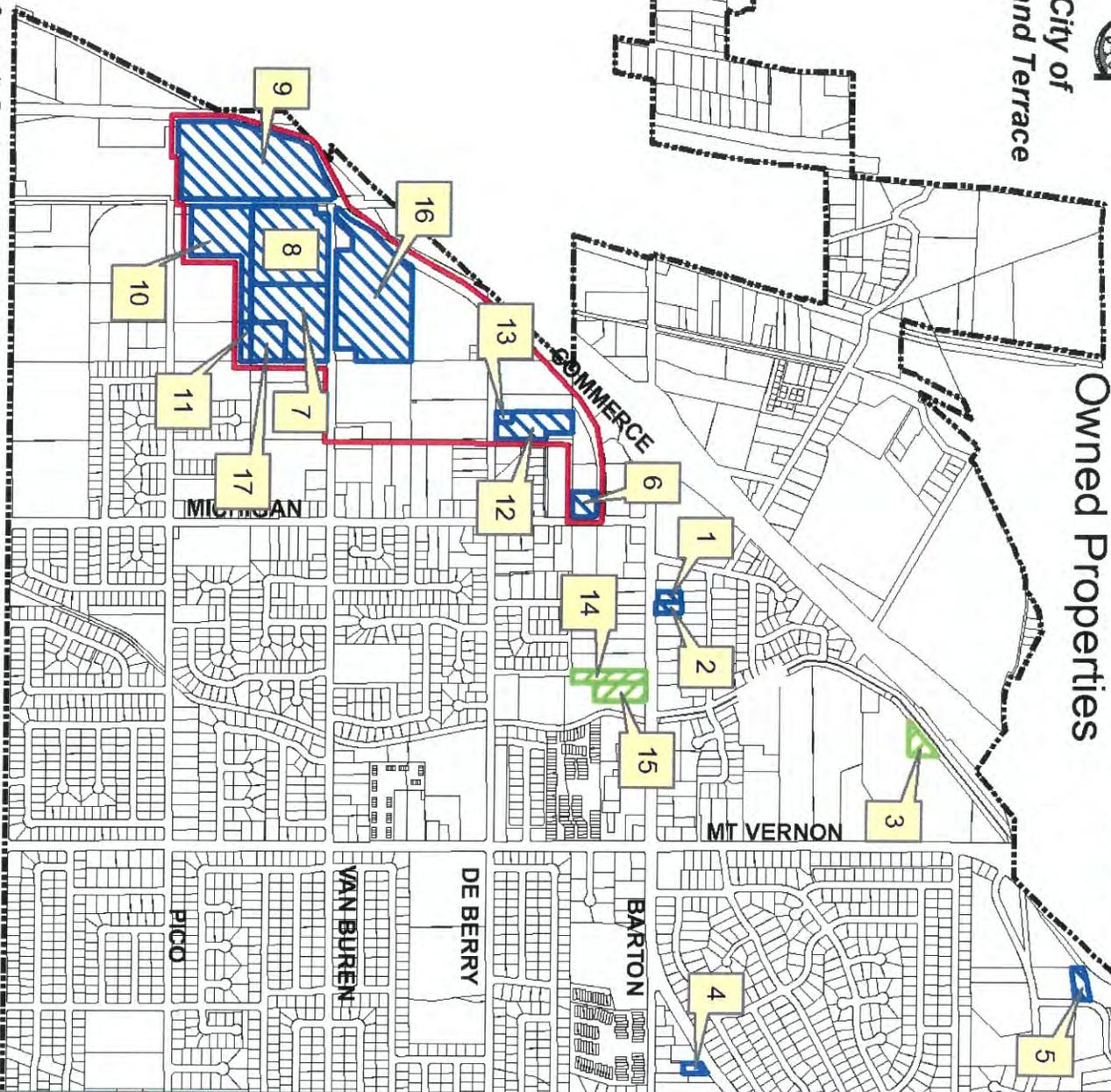
1. The qualifications, experience and references of the applicant or its development team proposed to develop the project, including financial capacity to undertake the project, specific prior experience with similar development, and quality of prior development projects.
2. The degree of site control, ability to obtain financing, both construction and permanent, ability to abide by City design and development standards and controls, and readiness to proceed; and,
3. The probability of successful, timely project development.

We look forward to receiving your statement of qualifications. Please feel free to contact me at 909-430-2225, if you have any questions or need additional information. We are also required to sell other properties owned by our Successor Agency.



City of  
Grand Terrace

# Successor Agency and Housing Authority Owned Properties



**AN LEGEND**

-  - Proposed Boundaries of Future Project
-  - SA Properties
-  - Housing Authority

#	APN	Owner	Acreage
1	0275-242-11	SA	0.4
2	0275-242-10	SA	0.44
3	0275-251-04	HA	0.8
4	0276-202-54	SA	0.33
5	0276-462-10	SA	0.66
6	1167-141-08	SA	0.93
7	1167-151-61	SA	6.74
8	1167-151-62	SA	8.92
9	1167-151-68	SA	14.94
10	1167-151-71	SA	4.97
11	1167-151-73	SA	0.44
12	1167-161-03	SA	2.75
13	1167-161-04	SA	0.25
14	1167-231-01	HA	1.38
15	1167-311-01	HA	1.36
16	1167-151-22	SA	14.2
17	baseball fld.	SA	2.5

Community Development Department, 3-6-12  
This map is for reference only. For detailed information, please consult with the Community Development Department.

# P-19 - Comment Attachment

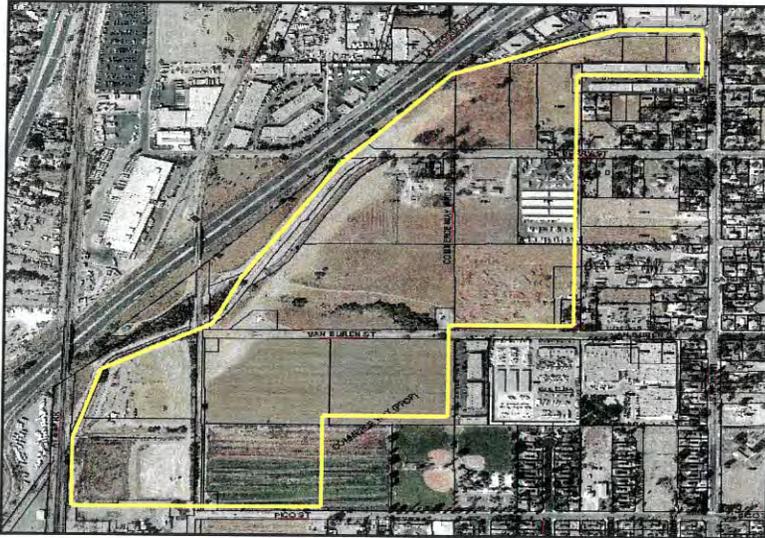
## STATISTICAL SUMMARY

<b>Category</b>	<b>Grand Terrace</b>	<b>San Bernardino County</b>	<b>Grand Terrace relative to San Bernardino County*</b>	<b>SCAG Region</b>
<b>2010 Population</b>	12,040	2,035,210	[0.59%]	18,051,534
<b>2010 Median Age (Years)</b>	34.9	31.2	3.7	33.8
<b>2010 Hispanic</b>	39.1%	49.2%	-10.1%	45.3%
<b>2010 Non-Hispanic White</b>	46.4%	33.3%	13.1%	33.4%
<b>2010 Non-Hispanic Asian</b>	6.1%	6.1%	0%	12%
<b>2010 Non-Hispanic Black</b>	5.3%	8.4%	-3.1%	6.5%
<b>2010 Non-Hispanic American Indian</b>	0.3%	0.4%	-0.1%	0.3%
<b>2010 Non-Hispanic All Other</b>	2.7%	2.6%	0.1%	2.6%
<b>2010 Number of Households</b>	4,403	611,618	[0.72%]	5,847,909
<b>2010 Number of Housing Units</b>	4,649	699,637	[0.66%]	6,332,089
<b>2010 Homeownership Rate</b>	60.8%	63.9%	-3.1%	55.5%
<b>2010 Average Household Size</b>	2.8	3.3	-0.5	3.1
<b>2010 Median Household Income (\$)</b>	70,884	56,539	14,345	59,155
<b>2010 Residential Units with Permits Issued</b>	1	1,858	[0.054%]	17,632
<b>2010 Units with Permits Issued per 1,000 Residents</b>	0.083	0.91	-0.8	0.9
<b>2010 Median Existing Home Sales Price (\$)</b>	205,000	155,000	50,000	291,000
<b>2009 - 2010 Median Home Sales Price Change</b>	4.7%	4%	0.7%	5.4%
<b>2010 Drove Alone to Work</b>	87.9%	80.5%	7.4%	77.6%
<b>2010 Mean Travel Time to Work (minutes)</b>	26	32	-6	31.9
<b>2010 Number of Jobs</b>	2,749	640,497	[0.43%]	7,224,670
<b>2009 - 2010 Total Jobs Change</b>	-64	-12,343	[0.52%]	-97,962
<b>2009 Average Salary per Job (\$)</b>	43,078	38,445	4,633	48,249
<b>2009 Retail Sales (\$ thousands)</b>	34,791	16,330,138	[0.21%]	150,424,389
<b>2009 Retail Sales per Person (\$ thousands)</b>	2.8	7.9	-5.1	8.1
<b>2008 K-12 Public School Student Enrollment</b>	2,466	415,848	[0.59%]	3,161,356

Sources: U.S. Census Bureau; Nielsen Co.; California Department of Finance; MDA DataQuick; and SCAG

\* Numbers with [ ] represent Grand Terrace's share of San Bernardino County. The other numbers represent the difference between Grand Terrace and San Bernardino County.

## THE CITY OF GRAND TERRACE: Where opportunities abound



**Developer Opportunity:** This area is mixed use under the 2010 General Plan. Approx. 53 acres can be purchased through the City. The remaining approx. 30 acres is privately owned. The City seeks a qualified development partner to build out the area. The site is directly adjacent to the I-215 at the Barton Road exit. Barton Road is a thoroughfare to Loma Linda and Colton. Infrastructure studies are underway.



**Tenant Opportunity:** This property is located on Barton Road and is zoned general commercial. The property is approx. 7.4 acres, and owned by Stater Bros. Markets. A new 43,000 SF market has recently opened and a dedicated traffic light installed. A fast food pad is also available. The property has direct access to I-215, Loma Linda, Riverside, and Colton.



**Developer/Tenant Opportunity:** These two parcels may be purchased through the City of Grand Terrace. The area is zoned General Commercial and the site is approximately 2.7 acres. A Miguel's restaurant and Stater Bros. market are now at the adjacent property.

City of Grand Terrace Community and Economic Development Department

Joyce Powers, Director

(909) 430-2225

[www.cityofgrandterrace.org](http://www.cityofgrandterrace.org)



# P-19 - Comment Attachment



## RETAILERS EXPANDING IN CALIFORNIA April 2012

<b>Business Name</b>	<b>Leasable Sq Ft in 000's</b>	<b>Annual 1% Tax in \$000's</b>	<b>Site Preferences</b>	<b>Expansion Area</b>	<b>Contact Information</b>
<b>General Retail</b>					
99 Cents Only	12-22	\$20-35	2, 3, 4, 8	Statewide	Jesse Allen, 323.881.1258
Aaron Brothers	6	\$9-13	3, 4, 8	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Active Ride Shop	4.5-6	\$15-20	1, 8	Statewide	jeff@strategicretailadvisor.com
Adventure 16	5-6	\$10-25	1, 2, 6	Southern California	John D. Mead., Pres., 609.283.2362
Anna's Linens	7-12	\$15-20	2, 3, 4, 6, 13	Statewide	steve.jackson@annaslinens.com
Arizona Leather	4.5-5.5	\$5-15	4	Statewide	Jim Riedl, CEO, 909.393.6776
Ashley Furniture	35	\$40-80	3, 4, 9, 13	Statewide	gcolby@ashleyfurniture.com
Babies/Toys R Us	64-70	\$50-100	3, 4, 5, 6, 7, 9	Santa Barbara to Riverside Counties	Studley Retail, 213.553.3800
Bed Bath & Beyond	20-75	\$40-100	4, 6, 7, 8, 11, 13	Statewide	seth.geldzahler@bedbath.com
Betsey Johnson	1	\$4-8	4, 6, 7, 8, 9, 10	Upscale Metro Areas	Susan Falk, CEO, 212.244.0843
Calico Corners	4.5	\$6-12	1, 2, 4, 5, 11	Upscale Metro Areas	cmcdonough@calicocorners.com
Citi Trends	12-15	\$8-12	2, 3, 8, 13	Statewide	Steven Horowitz, 304.225.7141
CosmoProf	2-2.6	\$7-14	1, 2	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Colton On	2.5-6	\$6-10	1, 2, 8	Upscale Metro Areas	949.789.0326
dd's Discounts	25	\$60-100	All but 5, 11, 12	Statewide	real.estate@ros.com
dd's Discounts	20-22	\$50-125	2, 4, 13	San Francisco Bay Area	Sarah Edwards, Sarah.edwards@srsre.com
Dick's Sporting Goods	45-80	\$30-50	3, 7, 9	Central & Southern California	scott.riddles@srsre.com
Dollar Tree	8-15	\$8-12	2, 4, 13	Inland Empire	Studley Retail, 213.553.3800
Fallas Paredes	15-20	\$15-30	2, 3, 4, 13	Statewide	akarti@nationalstoresinc.com
Famous Footwear	6	\$12-15	1, 3, 6	Statewide	hvanommeren@famousfootwear.com
Footwear Etc.	2-4	\$5-14	8	San Francisco Bay Area	elie@footwearetc.com
Frys Electronics	50-180	\$400-650	4	Metro Areas	Wm. Randy Fry, Pres., R.E., 408.487.4500
Gamestop	1.5-1.8	\$8-15	2, 3, 6, 11, 13	San Francisco Bay Area	scarmichael@terranoics.com
Guitar Center	15-20	\$40-100	2, 3, 4, 5	San Diego County	Studley Retail, 213.553.3800
H & M	15-40	\$50-125		Statewide	Robert Cohen, 310.593.0777
Hancock Fabrics	8-12	\$10-13	2, 3, 4	Statewide	scrymble@hancockfabrics.com
Hobby Lobby	60-80	\$70-100	3, 4, 13	Statewide	Studley Retail, 213.553.3800
Hugo Boss	2-5	\$15-45	6, 8, 11	Upscale Metro Areas	Soo Jin Nam, RE Coord., 212.940.0600
JC Penney	115	\$200-275	1, 3, 4, 6, 7	Statewide	dzurmelj@jcpenny.com
Jo-Ann Stores, Inc.	14-35	\$20-35	1, 2, 3, 4, 5, 6	Statewide	velma.quinlan@joann.com
Joe's Jeans	2-3	\$8-12	8, 11	Statewide	Marc Crossman, CEO, 323.837.3700
Kirkland's	7.5-10	\$10-15	1, 3, 11, 13	Statewide	sarah.weaver@kirklands.com
La Curacao	80-100	\$80-225	3, 4, 6	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Lowe's	100-150	\$200-300	2, 3, 4	Statewide	Mike Miller, 630.548.7508
Metro PCS	.9-1.5	\$5-9	2, 9, 13	LA & Orange County, Inland Emp.	bbierlatowicz@lee-associates.com
Michael Kors	3-5	\$12-35	8, 11	Statewide	inquiries@michaelkors.com
Michaels	21.3	\$30-50	2, 3, 4, 13	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Michaels	18	\$30-40	1, 2, 3, 4, 6, 7	Statewide	Wendi Frost, Dir. RE, 704.442.9744
Mor Furniture For Less	40-60	\$100-200	3, 4, 5, 10, 11	Statewide	Rick Haux, 858.547.1616
Nordstrom Rack	35-40	\$100-250	1, 2, 4, 8, 10	Orange County	Nordstrom Inc., 206.628.2111
Orvis Co.	12-23	\$9-12	1, 4, 7, 8, 9	Upscale Metro Areas	goldenoakdev@cox.net
Pacific Sales	22	\$30-75	4	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Pier 1 Imports	9-15	\$12-20	1, 2, 3, 4, 5,	Statewide	Todd Boysen, 817.252.8000
Planet Beauty, Inc.	1.4-2.5	\$7-10	1, 2, 6, 8, 11	Upscale Metro Areas	bahman@planetbeauty.com
Pottery Barn	5.15	\$25-75	1, 12	Statewide	jgordon@epsteen.com
Rack Room	5-7	\$8-22	1, 3, 4, 5, 6, 7, 8, 11	Southern California	kgonnerman@rackroom.com
REI	26-30	\$50-75	2, 3, 4, 5, 6, 7, 8, 9	Statewide	Lisa Schoo, Dir. RE., 253.395.3780
Ross Dress For Less	22-25	\$50-120	2, 4, 13	San Francisco Bay Area	Sarah Edwards, Sarah.edwards@srsre.com
Sally Beauty Supply	1.2-1.8	\$8-12	1, 2, 3, 4, 5, 8, 10	Statewide	realestate@sallybeauty.com
Shoe Carnival	10-15	\$15-40	1, 3, 11	LA Metro	Studley Retail, 213.553.3800
Shoe City	3.8-6	\$3-5	1, 2, 3, 6, 7	Southern California	bob@rlpratt.com
Sit N Sleep	1-2	\$18-30	1	Southern California	Larry Miller, 310.608.6838
Sport Chalet	42	\$45-100	1, 2, 3, 4, 6, 7, 9	Statewide	Dennis Trausch, 818.790.2717
Stein Mart	28-33	\$40-65	1, 3, 6, 9	San Francisco Bay Area	cferstenberg@metrovation.com
Stein Mart	29-36	\$35-50	2, 3, 6, 9	Statewide	carolyn@theplacesa.com
Target	123-174	\$250-450	2, 3, 4, 6, 7	Statewide	Gregg Steinhafel, 612.304.6073
The Buckle	4.5-5	\$15-30	6, 7, 8, 9	Statewide	Brett Milkie, 440.934.1415
Thomasville Furniture	10-14	\$25-35	2, 4	San Francisco Bay Area	jay@chambers-group.com
Tilly's	7-10	\$20-40	3, 6, 7, 9, 11	Statewide	Studley Retail, 213.553.3800
Tory Burch	2.5-5	\$20-30	4	Upscale Metro Areas	inquiries@toryburch.com
Tuesday Morning	8.10	\$6-16	3, 4, 9	Urban/Downtown Areas	mdean@tuesdaymorning.com
Ulta	10	\$30-60	3, 8, 9,	Statewide	rick.franz@ultainc.com
Unleashed by Petco	3.7	\$15-20	2, 13	Statewide	elizabethm@petco.com
Vans	3	\$15-40	6, 7, 11	Statewide	rob_groscup@vfc.com
Verizon Wireless	2.5-5	\$20-40	3, 4, 6, 7, 8	Statewide	mhotarek@easternretail.com
Volcom	2-2.3	\$15-30	2, 4, 8, 13	Coastal Communities	mreilly@townsendassociates.com
Walmart	100-125	\$375-650	2, 3, 4, 5, 6, 7,	Statewide	Walmart Stores, Inc., 479.273.4000
Walmart Supercenter	140-200	\$275-500	2, 3, 4, 5, 6, 7,	Statewide	Walmart Stores, Inc., 479.273.4000
Warehouse Discount Center	20	\$35-55	4	Statewide	Thomas Schlender, Pres., 805.222.1380
Warehouse Shoe Sale	6-9	\$15-25	1, 2, 4, 8	Southern California	skangavari@rosanopartners.com
Western Appliance TV	16-20	\$20-50	1, 2, 4	San Francisco Bay Area	Doug Moir, 408.297.2440

# P-19 - Comment Attachment

<b>Business Name</b>	<b>Leasable Sq Ft in 000's</b>	<b>Annual 1% Tax in \$000's</b>	<b>Site Preferences</b>	<b>Expansion Area</b>	<b>Contact Information</b>
<b>Restaurants</b>					
Amicis East Coast Pizzeria	3-5	\$15-30	1, 2, 8	Bay Area	Peter Cooperstein, Pres., 650.373.3440
Buca di Beppo	6.5-7.5	\$25-40	4, 5, 8, 9, 10	Upscale Metro Areas	familia@bucainc.com
Chili's	6-7	\$20-45	3, 4, 5, 6, 7, 9	Northern California	sturner@retalwest.inc.com
El Pollo Loco	2.2-2.8	\$12-18	1, 2, 3, 4, 5,	Statewide	smartin@elpolloloco.com
Erik's Deli Café	1.8-2.4	\$1.5-2.5	1, 4	Central Coast/Bay Area	Tony Bendana, 831.458.1818
Farmer Boys	2.8-3.2	\$12-16	1, 3, 4, 5	Inland Empire	jstanley@lee-associates.com
Five Guys Famous Burgers	2.3	\$14-20	2, 8	Statewide	Greg DeCelle, 703.339.9500
Golden Corral	11	\$18-25	1, 3, 4, 5, 9, 10	Southern California	kelvin.chen88@yahoo.com
Island Restaurants	5.3	\$20-35	3, 4, 5, 6, 7, 9, 10	Statewide	sites@islandrestaurants.com
Maria's Italian Kitchen	3.5-4.5	\$14-20	4	LA & Ventura Counties	ira@iraspilky.com
Mary's Pizza Shack	4	\$12-20	2, 3, 5	Northern California	info@maryspizzashack.com
Mel's Drive In	4-6	\$20-30	4	Metro Areas	ira@iraspilky.com
Old Spaghetti Factory	9-12	\$25-40	4	Statewide	ric@osf.com
Panda Express	8-2.6	\$12-24	2, 3, 4, 7, 10	Statewide	stephanie.verdugo@pandarg.com
Panera Bread	3.7-4	\$14-22	All	Statewide	jeff.straka@srsre.com
Panera Bread	3.7-4.5	\$15-25	All	LA Co., Downtown LA to Century City	jeff.straka@srsre.com
Pizza Factory, Inc.	1-5	\$4-8	1, 2, 4, 5, 8	Statewide	pfinc@sti.net
Rosa Mexicano	5-12	\$20-40	2, 9	Metro Areas	john@higdon.us
Sammy's Woodfired Pizza	3.2-3.5	\$12-20	All but 7, 10, 11, 12, 13	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
SanSai Sushi & Grill	1.5-2.5	\$5-8	1, 2, 8, 10	Orange & San Diego Counties	Ben Ortega, Dist. Mgr., 213.622.2116
The Habit Burger	1.9-2.3	\$12-20	3, 4, 8, 9	No. LA, Kern & Ventura Counties	tbreen@epsteen.com
Tilted Kilt	5.5-7.5	\$25-50	2, 3, 4, 8, 11, 13	LA County	ira@iraspilky.com
Umami Burger	1-4	\$12-18	All but 6, 7, 11, 12	Southern California	info@umamiburger.com
Waba Grill	1.5-2	\$4-6	1, 2, 7	Southern California	madamczyk@kennedywilson.com
Wingstop	1.3-1.8	\$6-12	1, 2, 3, 6, 7, 8, 9	Statewide	contactus@wolfgangpuck.com
Wolfgang Puck Express	4000	\$6-12	All but 10, 11, 12	Upscale Metro Areas	Ronald Biskin, Express Grp., 310.432.1500
Yard House	10-11	\$50-115	3, 8, 9, 13	Statewide	realestate@yardhouse.com
<b>Food &amp; Drug</b>					
Bonfare Market	2.5-3.5	\$15-25	4	Northern California	Jag Kapoor, 408.933.4422
BevMo	7.5-11	\$30-50	4, 12	Northern California	matt.alexander@srsve.com
BevMo	7.5-11	\$35-100	1, 2, 3, 4, 5	Southern California	myersh@bevmo.com
Bristol Farms	15	\$25-40	1, 2, 4, 5, 7, 8	Statewide	Kevin Davis, CEO, 310.233.4700
C & K Market	20-46	\$10-35	1, 2, 4	Northern California	Kevin Crumley, C & K Markets, 541.469.3113
Fastrip Food Stores	3.5	\$8-20	4	Statewide	roys@jaco.com
Fresh & Easy	4-10	\$7-12	1, 2, 4, 10	Northern California	stacy.browner@us.tesco.com
Fresh & Easy	4-10	\$7-12	1, 2, 4, 10	San Fernando Valley to No. LA Co.	kgordon@epsteen.com
Gelson's	30-35	\$50-80	1, 2, 4, 5, 6, 10	Southern California	Real Estate Mgr., Arden Group, 310.858.1502
Grocery Outlet	20	\$6-12	1, 2, 4, 5	Statewide	mdraisin@cfgo.com
Johnny Quik	3	\$20-25	1, 4	Fresno Area	Ernie Beal, 559.297.6830
Rite Aid	12-17	\$15-30	1, 2, 4, 5, 8	Statewide	rpayne@riteaid.com
Safeway	58	\$50-70	9	Northern California	Safeway Inc., 925.467.3000
Sprouts Farmers Market	24-30	\$20-35	1, 2, 4, 8, 9, 12	Statewide	sethbrown@sprouts.com
Stater Bros.	44	\$50-70	1, 2, 4	Southern California	bill.corridan@staterbros.com
Walgreens	14.5	\$18-30	4,	Riverside County	nelson@strategicretailadvisor.com
Whole Foods	30-45	\$40-60	1, 2, 4, 8, 10,	Metro Areas	newstore.requests@wholefoods.com
WinCo Foods	90-100	\$60-120	1, 3, 4	Statewide	morganr@wincofoods.com
<b>Other</b>					
AMC Theatres	25-75	\$8-24	All but 1, 11, 12	Central & Southern California	bnewham@amctheatres.com
Dave & Buster's	23-25	\$50-100	4, 5, 6, 7, 9	Metro Areas	jeff_wood@daveandbusters.com
Dunn Edwards	5-8	\$20-60	3, 4, 8, 13	Statewide	bheathcote@lee-associates.com
Leslie's Poolmart Supplies	3.5-4.5	\$5-9	1, 2, 3, 4	Statewide	jjacobazzi@leisl.com
OSH	50	\$60-100	All but 8, 9, 10, 12	Southern California	Cypress Retail Group, 310.670.1310
Pacific Theatres	5-12	\$5-10	3, 4, 6, 7, 9	Statewide	Christopher Foreman, CEO, 310.657.8420
Party City	10-12	\$20-30	1, 3, 4, 5	San Diego & Imperial Counties	Epsteen & Associates, 858.536.8383
Pep Boys	5-8	\$15-30	1, 3, 4, 8, 13	Statewide	mikepuccio@msn.com
Sherwin Williams	5	\$10-20	1, 4, 11	Southern California	rstarbuck@sherwin.com
True Value Hardware	3.5-15	\$6-25	2, 4, 6, 7	Statewide	Fred Kirst, V. P., 773.695.5000

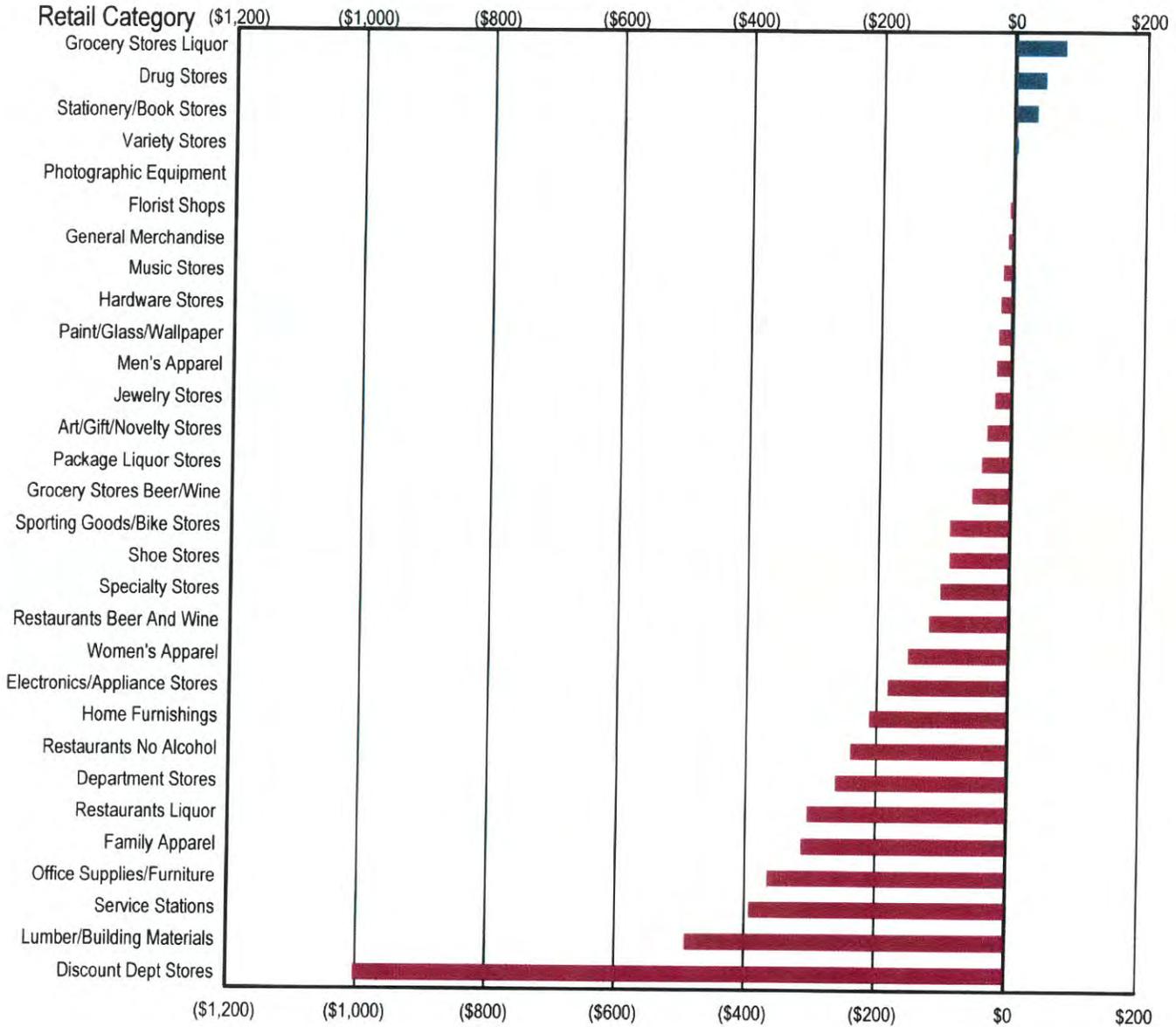
## Key to preferred sites:

1 Community Strip	4 Freestanding	7 Enclosed Super Regional Mall	10 Mixed Use	13 Regional Strip Mall
2 Neighborhood Strip	5 Pad/Out Parcel	8 Downtown / CBD	11 Outlet Center	
3 Power Center	6 Enclosed Regional Mall	9 Lifestyle Center	12 Endcaps	



## CITY OF GRAND TERRACE

PER CAPITA SALES TAX SURPLUS/GAP COMPARISON - 4 QUARTERS ENDING 4Q 2011



The above graph compares **per capita** sales tax generated from targeted retail categories against countywide averages. A **retail surplus** suggests the community is capturing its local market for that category of goods plus attracting shoppers from outside the jurisdiction. A **retail gap** suggests the possibility that residents may have a greater demand for products in the specific category than is being satisfied by local businesses. The information is provided only as a **starting point** in identifying potential sources of sales tax loss and should not automatically be interpreted as an expansion or leveraging opportunity without more detailed analysis and assessment.

# P-19 - Comment Attachment

## CITY OF GRAND TERRACE

### PER CAPITA SALES TAX SURPLUS/GAP COMPARISON - 4 QUARTERS ENDING 1Q 2011

Retail Category	Per Cap Sales Capture (+) or Gap (-)	Sales Tax Deviation	Typical Sales Per Sq Ft by Retail Type	Approx Sq Ft to Close Gap
Grocery Stores Liquor	\$78	\$9,411	\$110	n/a
Drug Stores	48	5,769	350	n/a
Stationery/Book Stores	35	4,213	200	n/a
Variety Stores	5	613	100	n/a
Photographic Equipment	(1)	(170)	Insufficient data	Insufficient data
Florist Shops	(6)	(668)	150	0
General Merchandise	(8)	(952)	100	1,000
Music Stores	(15)	(1,773)	200	1,000
Hardware Stores	(18)	(2,160)	225	1,000
Paint/Glass/Wallpaper	(21)	(2,496)	250	1,000
Men's Apparel	(23)	(2,792)	225	1,000
Jewelry Stores	(25)	(3,056)	500	1,000
Art/Gift/Novelty Stores	(36)	(4,397)	150	3,000
Package Liquor Stores	(44)	(5,304)	Insufficient data	Insufficient data
Grocery Stores Beer/Wine	(58)	(6,999)	175	4,000
Sporting Goods/Bike Stores	(91)	(11,071)	225	5,000
Shoe Stores	(91)	(11,079)	200	6,000
Specialty Stores	(105)	(12,700)	175	7,000
Restaurants Beer And Wine	(122)	(14,714)	575	3,000
Women's Apparel	(153)	(18,546)	375	5,000
Electronics/Appliance Stores	(183)	(22,197)	500	4,000
Home Furnishings	(211)	(25,523)	175	15,000
Restaurants No Alcohol	(239)	(28,939)	650	4,000
Department Stores	(262)	(31,728)	175	18,000
Restaurants Liquor	(305)	(36,958)	575	6,000
Family Apparel	(314)	(37,976)	375	10,000
Office Supplies/Furniture	(365)	(44,199)	225	20,000
Service Stations	(393)	(47,559)	n/a	n/a
Lumber/Building Materials	(491)	(59,470)	300	20,000
Discount Dept Stores	(1,004)	(121,534)	475	26,000

Average sales per square foot are based on HdL's overview of average statewide chain store sales. The square footage needed to close the gap is only on approximation and specific demand will vary with regional and local market conditions and individual retailers.

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: \_\_\_\_\_ Phone: 909 556-1395 Date: 12-30-13



Barbara Thornhill  
12238 1/2 Michigan St  
Grand Terrace, CA 92313

Address: \_\_\_\_\_

Affiliation: homeowner Email: gtfem@hotmail.com

Comments: ① traffic counts taken before full occupancy of G.T. High School

② traffic counts taken before Stater Bros. was fully operational

③ traffic bottleneck on Michigan due to high school/jr. high traffic

④ stoplight or two-way center turn lane on Michigan to mitigate limited access for Michigan homeowners/businesses

P-20-1

P-20-2

P-20-3

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankei@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? mail
- If you are limited in your ability to communicate in English, were your communication needs adequately met?  
 Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?  
 Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

**Interstate 215/Barton Road Interchange Improvement Project**

December 12, 2013 • Grand Terrace Civic Center Community Room

**COMMENT CARD**

Name: Alaa Yasin Phone: (949) 230 5892 Date: 12/29/13

Address: 22975 Wangerwood Ct Grand Terrace CA 92513

Affiliation: Relative to ARCO GAS STATION Email: ayasin82@gmail.com

Comments: The project and the goals the city seeks to achieve have a tremendous impact on the businesses in which the project will affect by taking/condemning parts of the property. An enormous loss of business will be suffered by closing Michigan Ave and reducing the property entrance at Barton Rd. Reconsider your proposal.

P-21-1

Comments on the Project may be submitted during the open forum public hearing, emailed to james.shankel@dot.ca.gov, or submitted by mailing this postcard.

**Comments are due by December 30, 2013.**

I request to be on the Project Mailing List.

**Meeting Accommodations:**

- How did you hear about this open forum public hearing or project? City News Paper
- If you are limited in your ability to communicate in English, were your communication needs adequately met?
  - Yes  No  Not Applicable
- If you were in need of a reasonable accommodation at this meeting as a result of a disability, were your accommodation needs adequately met?
  - Yes  No  Not Applicable
- If you checked No to either of the two questions above, please explain below how your needs could be better met in the future:

*To accommodate persons with disabilities, this card will be made available in alternate formats upon request.*

## PUBLIC HEARING

1  
2  
3 IN RE: INTERSTATE 215/BARTON ROAD INTERCHANGE,  
4 - DRAFT INITIAL STUDY/  
5 ENVIRONMENTAL ASSESSMENT,  
6

---

## TRANSCRIPT OF PUBLIC COMMENTS

Grand Terrace, California

Thursday, December 12, 2013

21 Reported by:

22 JENNIFER D. BARKER

23 CSR No. 12168

24 Job No. 1743329

25 Pages 1 - 16

1 PUBLIC HEARING  
 2  
 3  
 4 IN RE: INTERSTATE 215/BARTON ROAD INTERCHANGE,  
 5 - DRAFT INITIAL STUDY/  
 6 ENVIRONMENTAL ASSESSMENT,  
 7  
 8  
 9  
 10  
 11 Transcript of Public Comments, taken on behalf  
 12 of Arellano Associates, at 22795 Barton Road,  
 13 Grand Terrace, California, beginning at 5:00 p.m.  
 14 and ending at 8:00 p.m. on Thursday, December 12,  
 15 2013, before JENNIFER D. BARKER, Certified Shorthand  
 16 Reporter No. 12168.  
 17  
 18  
 19  
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Page 2

1 RICHARD SIERRA, JR.  
 2 104 WEST BENEDICT STREET  
 3 SAN BERNARDINO, CALIFORNIA 92408  
 4  
 5 MR. SIERRA: My name is Richard Sierra, Jr.,  
 6 Richard, R-i-c-h-a-r-d, Sierra, S-i-e-r-r-a, Jr.,  
 7 business manager with Laborers Union 783 located at  
 8 104 West Benedict Street, San Bernardino, California  
 9 92408.  
 10 And I would like to state for the record that I  
 11 and the members of Local 783 are in total support of this  
 12 project. Anything that Liuna, L-i-u-n-a, Local 783 can  
 13 do to help SANBAG, CalTrans or any other governmental  
 14 agency involved with making this project happen, please  
 15 feel free to call on us. We can be reached at area code  
 16 (909) 884-5321. Also, my e-mail address is  
 17 Richard@local783.org.  
 18 Merry Christmas.  
 19 Sincerely yours, Richard Sierra, Jr., business  
 20 manager Laborers International Union North America, Local  
 21 783, San Bernardino, California.  
 22  
 23  
 24  
 25

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 5 ALI YASIN 5  
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Page 3

1 ALI YASIN  
 2 22087 BARTON ROAD  
 3 GRAND TERRACE, CALIFORNIA 92313  
 4  
 5 MR. YASIN: My name is C -- okay. Excuse me,  
 6 just from the beginning. We are from overseas and our  
 7 English a little bit is not 100 percent. So we will  
 8 speak slowly because we speak two or three languages, but  
 9 we want to speak slow.  
 10 My name is Ali, A-l-i, my last name is Yasin,  
 11 Y-a-s-i-n. My address is 22087 Barton Road, corner of  
 12 Barton and Michigan, Arco station. I own the other  
 13 corner so let's do both.  
 14 Okay. What we are seeing now is the co-section  
 15 (sic) with a lot of trucks coming from Michigan in and  
 16 out, in and out, in and out, and we have our business  
 17 more than 50 percent down. Why? Because it's not that  
 18 much traffic because the traffic of the trucks and all  
 19 these things behind each other.  
 20 When you have to be buying gas, when you see the  
 21 traffic, nobody give you chance to be in or out. It's  
 22 too hard. Our business is down more than 50 percent.  
 23 And now if they thinking about to wide the street Barton  
 24 Road, already we have our driveway too small. We have a  
 25 diesel -- we have three kinds of gas, and big trucks,

Page 5

PHC-23

1 they cannot come to do anything now.  
 2 If they want to take 4 feet or 5 feet from the  
 3 street from the driveway, how -- what do you want to do?  
 4 And the business situation, we live on just -- we are  
 5 going to close. If we don't own the property a long time  
 6 ago, we close because it's too hard for us to stay in  
 7 business.  
 8 Our businesses, either me or Shell or GT, we are  
 9 100 percent taxable, we pay tax more than Stater Brothers  
 10 Markets because everything in our station is taxable. We  
 11 have a hard time for traffic in and out and all these  
 12 things.  
 13 Just the time is now that we are tired. How if  
 14 they want to take another 4 feet or 5 feet and just make  
 15 it worse than before, why they not going to take from the  
 16 other side, from the school side? School is a big thing  
 17 and just they don't have no businesses. They don't going  
 18 to lose nothing. Why they don't widen the street from  
 19 the other side of Barton Road? Okay. This is for Arco,  
 20 and the same thing --  
 21 Do you want me to say the GT?  
 22 I own the GT, 22115 Barton and Michigan, GT.  
 23 Okay. We have a mechanic. We have rims. We have tires.  
 24 We have a lot of things in that corner next to Auto Zone.  
 25 Lately, the past four or five months when this starting

1 FAHIM TANIOS & SOLIAMN HANNA  
 2 22045 BARTON ROAD  
 3 GRAND TERRACE, CALIFORNIA 92313  
 4  
 5 MR. TANIOS: My name is Fahim Tanios, F-a-h-i-m,  
 6 T-a-n -- T, like Tom, T-a-n-i-o-s, and my partner is  
 7 Soliann, S-o-l-i-a-m, and last name -- sorry,  
 8 S-o-l-i-a-m-n, and the last name Hanna, H-a-n-n-a.  
 9 Right now people can make a left turn into my  
 10 Shell gas station. They can make a left turn getting  
 11 into my gas station. With the new construction, they're  
 12 going to have a raised barrier or something in the middle  
 13 where people will not be able to make a left turn to my  
 14 gas station.  
 15 I have a lot of trucks, like 18-wheeler trucks  
 16 that comes to get gas at my gas station, and I have  
 17 delivery trucks who do deliveries, and it's going to be  
 18 very hard for them to get in and out from my gas station.  
 19 That way I'm going to lose a lot of business. Besides if  
 20 the station will be -- if the station will be getting  
 21 smaller in size because of the street widening, then that  
 22 way too -- I'm not going to be able to sell gas.  
 23 MR. HANNA: Okay. The problem we have because  
 24 the trucks, the delivery trucks that when they get in,  
 25 it's hard to get out the way it is right now. So if you

1 going the construction, we get hurt.  
 2 We put cones -- if you drive from my station  
 3 from my business, we put cones in the entrance. We don't  
 4 let anybody just to go across the business because almost  
 5 they kill one of our employees because he's too short.  
 6 It's too tight now. How when they want to make it  
 7 smaller, they want to be -- it's worse, and we lose a lot  
 8 of business, a lot of business. And this is the  
 9 situation.  
 10 And the trucks for gas or delivery or any of  
 11 these things, they don't have no chance, and it cost us  
 12 more money to order gas in nighttime because not that  
 13 much traffic. And this is -- this our complaint. This  
 14 is my complaint for the two stations for the two corners.  
 15 Thank you. We need your help. We need the  
 16 CalTrans help, and we need just to be in business because  
 17 we have a lot of family and just -- we just have a lot of  
 18 employees. I have Arco gas, smog, rebuild and a lot of  
 19 things, a lot of people. This is the only place -- in  
 20 past 30 years in Grand Terrace, this is the only gas  
 21 station that has smog and mechanic.  
 22 That's all. Thank you.  
 23  
 24  
 25

1 take like partial from -- like 4 or 5 feet, whatever,  
 2 it's going to make it more narrow. So it's really hard  
 3 to make getting in and out.  
 4 And also, the tanks is close to the street, very  
 5 close to the street. So when you take like partial of  
 6 the station, now it's going to be dangerous also because  
 7 the tanks are very close, like I told you, to the street.  
 8 So I don't know. This is going to be a problem.  
 9 MR. TANIOS: And one time I had a delivery, gas  
 10 delivery, and the truck was coming out of the gas  
 11 station, and the fire department give him a warning and  
 12 say, "You have to deliver the gas at night." So that --  
 13 that is now. And after they widen the street and they  
 14 have a barrier in the middle, it's going to be more  
 15 harder to the delivery trucks to come in and out.  
 16 MR. HANNA: Also, more money, more expensive to  
 17 get delivery at night. So --  
 18 MR. TANIOS: Yeah, it's hard to deliver at  
 19 night.  
 20 MR. HANNA: We have like -- we have a Quizno's.  
 21 So it's a lot of people in and out. So the traffic the  
 22 way it is right now, it's close to the ramp. It's going  
 23 to be a lot of problems. It's going to be problems.  
 24 Right now we have problems, and too many  
 25 accidents happen right now. You can ask the police. You

1 get the police report, and you can be asking. So it's  
 2 going to be more dangerous actually because there's a lot  
 3 of traffic coming. So it's going to be -- it's hard.  
 4 You know, it's really hard. Especially when you make a  
 5 median, it's going to be a very -- it's going to be bad  
 6 for the business.

7 MR. TANIOS: It's going to be killing the  
 8 business. I'm going to only have one way -- I don't  
 9 know, but it's going to be only one way for people to  
 10 come and put gas. I'm losing more traffic. I'm only  
 11 going to have the night traffic.

12 MR. HANNA: Because we have also the car wash.  
 13 This is only car wash in the whole city, and this is  
 14 going to be affected. If its traffic like that, it will  
 15 be affected in this business. My business will be down.

16 We spend a lot of money to build this car wash,  
 17 and I hope it's nothing -- I don't know. It's not going  
 18 to take any -- if it's not going to take anything from  
 19 the station, that's fine, but if you're going to take --  
 20 but if you're going to take even 4 feet, it's going to be  
 21 a lot of problem.

22 MR. TANIOS: It's really going to affect my  
 23 business because, you know, in the morning, people -- a  
 24 lot of people coming in in the middle area and coming  
 25 into the station. And then when they go back to the

1 YVONNE WILLIAMS  
 2 11750 MT. VERNON AVENUE  
 3 GRAND TERRACE, CALIFORNIA 92313

4  
 5 MS. WILLIAMS: Yvonne Williams, Y-v, as in  
 6 Vicky, O as in Oscar, N as in Nancy, N as in Nancy, E as  
 7 in elephant, Williams, W as in William, i-l-l-i-a as in  
 8 apple, m as in Mary, s as in Sam. 11750 Mt. Vernon  
 9 Avenue, Grand Terrace, California.

10 Looking at the interstate, and I've looked at  
 11 all three of them, the one that I like is the Modified  
 12 Alternative 7. The roundabout, it leaves the skating  
 13 rink, and then the two gas stations. So the -- those are  
 14 businesses that are not interrupted, and so that still  
 15 leaves that in place.

16 It's -- the Alternative 3, it's just busy for  
 17 our area. You know, it's just -- it just seems big for  
 18 our area.

19 So that's my comments. Thank you.

20  
21  
22  
23  
24  
25

PHC-25

1 freeway, they can go out past through and go to the  
 2 freeway. Tbat way -- when they change the entrance to  
 3 the freeway, that will affect my business too. You can  
 4 add that. With the change in the route to the freeway,  
 5 it will affect my business too.

6 Thank you.

7 MR. HANNA: Yes, thank you.

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1 BUD HOWELL  
 2 11821 MT. VERNON AVENUE  
 3 GRAND TERRACE, CALIFORNIA 92313

4  
 5 MR. HOWELL: All right. My name is H.H. Bud  
 6 Howell. I go by Bud all the time, Howell, H-o-w-e-l-l.  
 7 I live -- my phone is (909) 825-8209. I live at 11821  
 8 Mt. Vernon Avenue. I'm retired U.S. Air Force, 50-year  
 9 resident. E-mail is hmrhowell@yahoo.com.

10 I think the Modified Alternative 7 seems to be  
 11 the most preferred by a lot of people. It seems to make  
 12 a lot of sense.

13 I think the roads coming off mingling back up  
 14 into De Berry area is an unnecessary expense. I  
 15 definitely favor an on-ramp on Barton heading north, and  
 16 the rest -- which is in accordance with this alternative,  
 17 Modified Alternative 7. A roundabout appears to be a  
 18 good thing. I've seen it in other cities, and it works  
 19 well.

20 I have thoughts on Barton Road -- I mean, down  
 21 the hill, but that doesn't apply to here. So I would  
 22 like to see an on-ramp -- on- and off-ramp at Newport,  
 23 but I think that's probably too close to Barton Road to  
 24 negotiate safely.

25 Okay. I guess that's enough. Thank you.

PHC-26

1 SARA ZAPPE  
 2 23336 WESTWOOD STREET  
 3 GRAND TERRACE, CALIFORNIA 92313  
 4  
 5 MR. ZAPPE: Sara, S-a-r-a, Zappe, Z-a-p-p-e, and  
 6 the address is 23336 Westwood Street, one word, Grand  
 7 Terrace, 92313.  
 8 And I like the Alternative 7, Modified 7. It  
 9 looks like the most viable with the least changes for the  
 10 city, and I think the roundabout there will be kind of  
 11 interesting if people get used to it. PHC-27  
 12 That's about it.  
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1 I, the undersigned, a Certified Shorthand  
 2 Reporter of the State of California, do hereby certify:  
 3 That the foregoing proceedings were taken  
 4 before me at the time and place herein set forth; that a  
 5 verbatim record of the proceedings was made by me using  
 6 machine shorthand which was thereafter transcribed under  
 7 my direction;  
 8 That the foregoing transcript is a true record  
 9 of the testimony given.  
 10 I further certify that I am neither financially  
 11 interested in the action nor a relative or employee  
 12 of any attorney or party to this action.  
 13 IN WITNESS WHEREOF, I have this date  
 14 subscribed my name.  
 15  
 16 Dated: December 27, 2013  
 17  
 18  
 19 \_\_\_\_\_  
 20 JENNIFER D. BARKER  
 21 CSR No. 12168  
 22  
 23  
 24  
 25

Page 16

1 DWAYNE ZAPPE  
 2 23336 WESTWOOD STREET  
 3 GRAND TERRACE, CALIFORNIA 92313  
 4  
 5 MR. ZAPPE: Dwayne, D-w-a-y-n-e, Zappe,  
 6 Z-a-p-p-e, 23336 Westwood Street, Grand Terrace, 92313.  
 7 Option Modified 7. No other comments. Just PHC-28  
 8 Modified 7.  
 9 Thank you.  
 10  
 11 (Proceedings concluded at 8:00 p.m.)  
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[& - dwayne]

&	8	b	cities 13:18
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1 1:25	884-5321 4:16	barker 1:22 2:15	9:22 13:23
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